THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

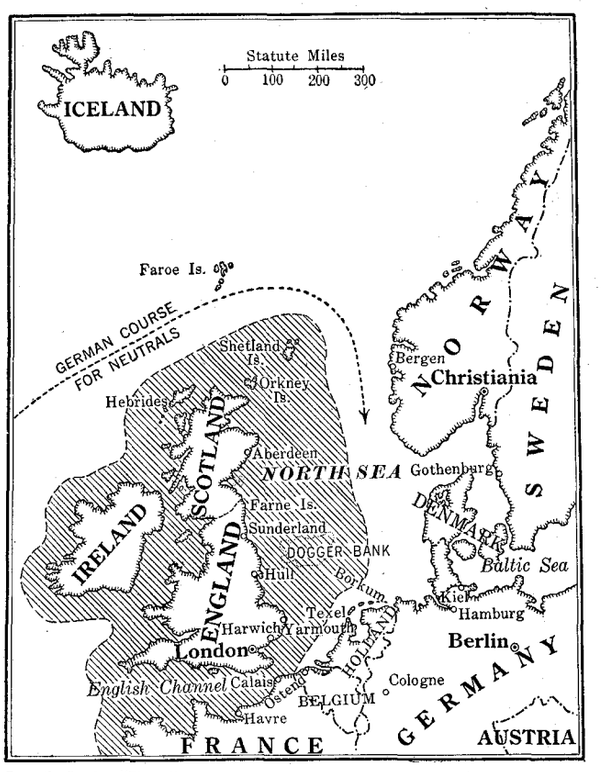
Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas., William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. L., No. 9 New York, February 27, 1915 Whole Number 1297

TOPICS - OF - THE - DAY

TWO NATIONS TRYING TO STARVE EACH OTHER

IS IT RECKLESSNESS or desperation that moves England and Germany to imperil our neutrality in their frantic efforts to starve each other into submission? Does their course represent merely the usual impulse of the war-spirit to override precedent and break through the fences of international law, or is Germany actually facing a crisis in her food situation, and is England in real danger of isolation by German submarines? These questions sound persistently through our press comment on the latest development of the naval struggle, the attempt of two great nations to shut off each other's food-supply. But whatever the compelling motive behind the course of these belligerents, there is no questioning the fact that they have added a new embarrassment to the rôle of neutrality. While each side admits that it has possibly somewhat strained the interpretation of belligerent rights in this struggle, each excuses itself on the ground that the other set the pace. As Sir Edward Grey states it, "it is impossible for one belligerent to depart from rules and precedents and for the other to remain bound by them." If England seizes as contraband cargoes of foodstuffs shipped to Germany in neutral vessels, he goes on to explain, it is because the German Government has taken over the distribution of food, thereby making it impossible to tell whether such supplies will go to the soldiers or to the civilian population. If Germany is compelled to announce that even neutral shipping may henceforth not be safe from German torpedoes in certain proscribed areas, says the German Government, it is because England has made this necessary by methods of naval warfare "contrary to international law." Great Britain, complains the First Lord of the Admiralty, is now "the object of a kind of warfare never before practised by a civilized State—the scuttling of merchant ships without search or parley." This will continue, declares Count von Bernstorff, the German Ambassador at Washington, "until England submits to the recognized rules of warfare established by the Declarations of Paris and London, or till she is compelled to do so by the neutral Powers."



From the London "Times."

GERMANY'S RING AROUND GREAT BRITAIN.

The shading marks the area declared a "war-zone" by the German proclamation of February 4, which went into effect on February 18. Notice has been given that in these waters German submarines will torpedo merchant vessels of the enemy, and neutral ships will navigate at their own risk, "in view of the hazards of naval warfare."

Thus while the nations at war "are rapidly developing modes of attack and reprisal unprecedented in history," remarks the Springfield *Republican*, the position of the nations at peace is becoming more and more difficult. "The neutral governments of the world might as well be wiped off the map as acquiesce in belligerent methods of 'retaliation' that frankly forecast the destruction of neutral ships," adds *The Republican*. England and Germany, notes the Baltimore *News*, "are playing a very serious game of tit for tat; a game which is as dangerous for the countries which desire to stay neutral as for the belligerents themselves." In short, says the New York *Journal of Commerce*, "nothing can be found in human history comparable with the situation produced by the determination of Great Britain to keep food-supplies out of Germany by virtually preventing their passage through the waters surrounding the Kingdom, and the retaliation of Germany in declaring those

TERMS: $3 a year, in advance; four months, $1; single copy, 10 cents; postage to Canada 85 cents a year, other foreign postage $1.50 a year. **SEMIANNUAL INDEXES,** issued in January and July, will be sent free to subscribers who apply for them. **RECEIPT** of payment is shown in about two weeks by date on address label; subscription including the month named. **CAUTION:** If date is not properly extended after each payment, notify publishers promptly. Instructions for **RENEWAL, DISCONTINUANCE,** or **CHANGE OF ADDRESS** should be sent *two weeks* before the date they are to go into effect. *Both old and new addresses* must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Nevertheless, it is not assumed that continuous service is desired, but subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 354–360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

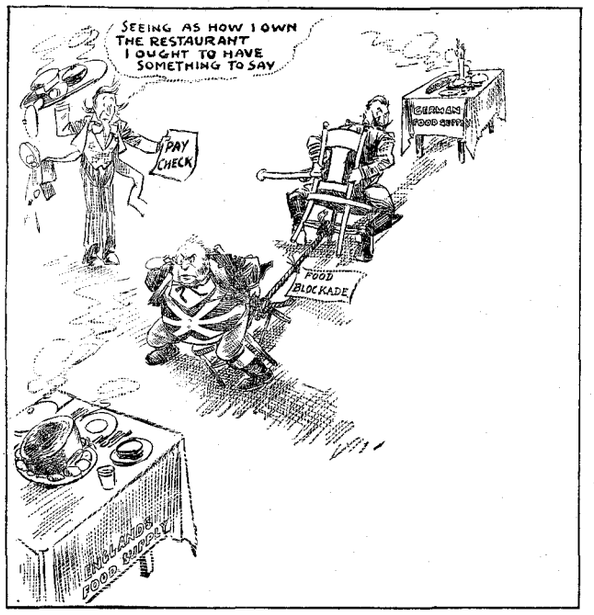
Entered at the New York Post-office as second-class matter.

Entered as second-class matter at the Post-office Department, Ottawa, Canada.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

waters to a width of thirty miles to be a war-zone into which any merchant vessel can enter only at its peril even tho it fly a neutral flag."

But aside from its effect on neutral interests, many editors are asking, what results may we expect from this attempt to supple-


SEEING AS HOW I OWN THE RESTAURANT I OUGHT TO HAVE SOMETHING TO SAY
PAY CHECK
GERMAN FOOD SUPPLY
FOOD BLOCKADE
ENGLAND'S FOOD SUPPLY

A GAME THAT WORKS BOTH WAYS.
—Darling in the Des Moines *Register and Leader*.

ment shot and shell with nation-wide hunger? Considering first the possibility of bringing Germany to her knees by starvation, they find the available evidence very conflicting. On the one hand, they note the implied confession of food-shortage in the Government's taking control of the grain, and the statement of Admiral Behncke that Germany's drastic "war-zone" policy was necessary, "since the shutting off of food-supplies had now come to a point where Germany had no longer sufficient food to feed her people." On the other hand, there is the assurance of German economists that Germany is in a position to feed herself for years without any food imports. Examining the evidence on both sides, the New York *Evening Sun* comes to the conclusion that while Germany is not "in any present danger of starvation," nevertheless "there is something wrong with her food-supplies." To quote this paper:

"No other construction can be placed upon the decree of the Federal Council of January 27, declaring that on and after February 1 all the grain and flour in the Empire would be requisitioned and its consumption placed under Government control. Assuredly such a move has a meaning; it was not made lightly or without urgent need.

"Hardly of such emphatic import, but still suggestive, is the news which comes via Copenhagen that there have been riotous demonstrations in Berlin on account of the scarcity. The struggling crowds storming the markets and demanding potatoes until the police drove them off by no means prove that there is famine in the land, but they indicate that the pinch of war is beginning to be sorely felt. . . . . .

"The trade in cereals is now virtually a State monopoly. All stocks of wheat, rye, and flour exceeding 200 pounds are regarded as confiscated, and all private holders were obliged to file schedules of their stocks on February 5. The expropriated grain passes into the hands of the War Corn Company (Limited), or the War Purchase Company (Limited), or to local municipal authorities. These bodies are to control the milling and distribution.

"In some cases, flour will be sold to bakers and retailers according to the rigidly circumscribed demands of their trade. They will be authorized to vend the product at standard prices. In other cases bread-tickets will be sold to the people according to their actual needs by the municipalities, and bread can be obtained in no other way. The all-pervading principle will be that of a limited maximum of supply within a given time for each consumer.

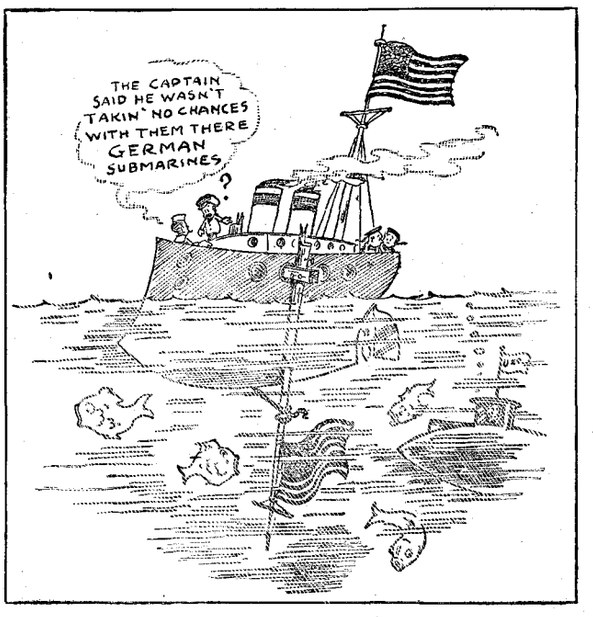
"Now as to the degree of the want that has led to this measure, with its inferential confession of weakness and peril, there are not lacking more or less definite hints. The *Kölnische Zeitung* of January 25 quoted the Burgomaster of Düsseldorf as stating at a meeting of the Chamber of Commerce that Germany then possest barely four-fifths of the quantity of wheat requisite for her needs until the new harvest. At a meeting held in the Circus Busch in Berlin on Sunday, January 24, the speakers harped on the fact that, as regards her principal food-supplies, Germany was isolated from the outside world. They recognized, as one of them put it, that there was no prospect of the neutral Powers making any effective protest against the British policy regarding contraband of war. The Empire, therefore, this same speaker insisted, would be obliged to make up by economy for the loss of fully one-quarter of her customary and necessary supplies of corn and fodder. He urged not only economy but the adoption of substitutes—whatever they may be—for the deficient food.

"If there be a shortage of 25 per cent., or even 20, as these utterances indicate in the supply of cereals, and if, as the Berlin riots imply, there is also a shortage of potatoes, plainly the situation is serious, and no plans the Government can adopt are too sweeping or too rigid to meet it."

The Chicago *Post*, however, reminds us that an official German commission reported at the beginning of the war that the Empire had food enough for three years, and the New York *Times* quotes the head of the North German Lloyd Steamship Company as saying:

"The plan of starving us out will miscarry. The extraordinary increase in agricultural products during the last twenty-five years, due to scientific farming and organization, has nowhere been equaled. If we should really run short of wheat, we shall have plenty of rye. We produce a total of 16,000,000 tons of breadstuffs, whereas we consume only 14,000,000 tons, including seed-corn. There is no lack of meat, potatoes, sugar, milk, cheese, and fruit. Preparations have been made to replace the lack of fodder with dried potatoes and beet chips, and the maximum prices fixt by the Government provide an efficient guaranty that the supplies on hand will be available for the entire population, thus insuring their nourishment."

"It is highly improbable that Germany will be subdued by anything like actual starvation," agrees the New York *Globe*,



A SUGGESTION TO FOREIGN SHIP CAPTAINS WHO HAVE BEEN FLYING THE AMERICAN FLAG TO PROTECT THEMSELVES.
—Fox in the New York *Evening Sun*.

and the Springfield *Republican* suggests that "the emotional outburst in Germany against England's atrocity in starving millions of German women and children is largely for dramatic effect."

But if starvation is a weapon of such doubtful efficacy against

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE GLORIES OF WAR.

—Bradley in the Chicago *News*.

Germany, surrounded by foes and deprived of her merchant marine, what chance is there of its proving effective against England, with her control of the seas? While we have not yet seen in the American press any very confident editorial prediction that the German undersea craft will succeed in cutting off their enemy's food-supply, the St. Louis *Globe Democrat* thinks that "until Great Britain sweeps the submarines out of her waters her isolation must be considerable." Will Germany be any more able to sweep the seas of British commerce from now on than she has been in the past? asks another editor. And the following comment in the Springfield *Republican* suggests an affirmative answer:

"In the seven and a half months of the war it should have been just about possible, working night and day, to bring new submarines to completion. This may be precisely the factor which has timed the threat. With a bare 30 submarines and a proportion of them obsolete, the results might have been very different from those that may follow the employment of a flotilla of perhaps doubled effective strength.

"It would be only natural if at first the losses of slow British cargo-ships were comparatively numerous because of taking the German menace too lightly. We may even see a considerable tying-up of the slower ships of less than fourteen knots, and it is certain that from now on British waters will be scoured with new diligence by torpedo-boat destroyers. For in multiplying that type of vessel will lie England's special answer to the submarine.

"It is inconceivable that Germany will fail to make her effort felt. On the other hand, unless study of all the naval factors has been hopelessly awry, it is impossible for the submarines to cut off England's food-supply. It is the extent of the British losses that remains to be seen. The new stage of the war is more desperate than any which has preceded."

Returning again to the rights of neutrals as affected by this struggle, we find our press virtually unanimous in approval of the notes addressed simultaneously by our Government to Great Britain and Germany, protesting in the one case against the use of our flag by British ships and in the other against the implied threat to our shipping in the "war-zone" declaration. Our note to Great Britain expresses the hope that

"His Majesty's Government will do all in their power to restrain vessels of British nationality in the deceptive use of the United States flag in the sea area defined by the German declaration, since such practise would greatly endanger the vessels of a friendly Power navigating those waters and would even seem to impose upon the Government of Great Britain a measure of responsibility for the loss of American lives and vessels in case of an attack by a German naval force."

In the note to Germany, our State Department calls the attention of the German Government "to the very serious possibilities of the course of action apparently contemplated" under the war-zone proclamation of February 4, and adds:

"If the commanders of German vessels of war should act upon the presumption that the flag of the United States was not being used in good faith and should destroy on the high seas an American vessel or the lives of American citizens, it would be difficult for the Government of the United States to view the act in any other light than as an indefensible violation of neutral rights, which it would be very hard, indeed, to reconcile with the friendly relations now happily subsisting between the two Governments.

"If such a deplorable situation should arise, the Imperial German Government can readily appreciate that the Government of the United States would be constrained to hold the Imperial Government of Germany to a strict accountability for such acts of their naval authorities, and to take any steps it might be necessary to take to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas."

In reply, Germany explains her war-zone proclamation on the ground of military necessity, reviews the situation to show that the real responsibility rests with Great Britain, and calls attention to the fact that she gave two weeks' notice before instituting the zone in order that neutral shipping might make arrangements to avoid danger. She adds:

"Neutral vessels which, despite this ample notice, which greatly affects the achievement of our aims in our war against Great Britain, enter these closed waters, will themselves bear the responsibility for any unfortunate accidents that may occur. Germany disclaims all responsibility for such accidents and their consequences."

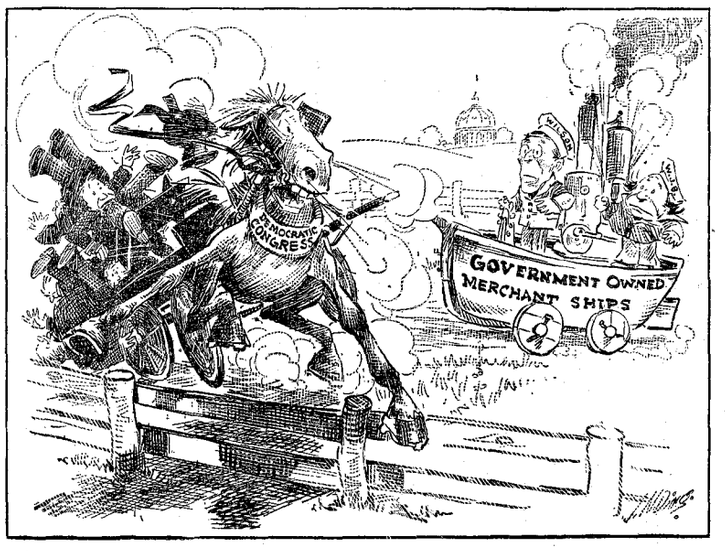
In answer to our Government's reminder that "the sole right of a belligerent in dealing with neutral vessels on the high seas is limited to visit and search, unless a blockade is proclaimed and effectively maintained," the German note replies that the situation is altered by the "misuse of neutral flags by British merchant vessels," and by the fact that "the British Government has supplied arms to British merchant ships and instructed them forcibly to resist German submarines." Therefore,

"In these circumstances it would be very difficult for submarines to recognize neutral merchant ships, for search in most cases can not be undertaken, seeing that in the case of a disguised British ship from which an attack may be expected the searching-party and the submarine would be exposed to destruction."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"SINISTER FORCES" IN THE SHIP-PURCHASE FEUD

THE FORMIDABLE Congressional opposition to his ship-purchase plan is said to have been a surprize to the President, just as his persistent advocacy of it seems so inexplicable to some editorial writers that they consider it an obsession. Since the legislative managers of the measure have amended it again and again to meet the objections of its critics until it is difficult for many observers to see what its friends can hope or its foes fear from its passage, newspaper readers are beginning to wonder what the desperate fight is all about. Republicans in the Senate conducted an almost record-breaking "filibuster," and Democrats countered with threats of a *clôture* rule, until the question of amending the Senate rules became, in the words of Senator Root, "much more serious to this body than the Ship-Purchase or any other bill." There have been caucuses and revolts, talk of "the party whip" and "party loyalty," of "dictatorship" and "leadership," innumerable votes on countless amendments and points of order, with several apparent changes of position on the part of prominent Senators. All of which has brought debaters on both sides to the point where they can attribute the opposition they encounter only to the backing of mysterious "sinister forces." Hence Senator Burton (Rep., Ohio) moves an investigation to find out whether anybody in this country has been giving financial aid to the owners of ships detained in port on account of the war, or getting options on these ships, and "whether the persons, firms, or corporations having made such loans or obtained such options have any connections, direct or indirect, with the Government of the United States." This has been spoken of as an attack on the friends of ship-purchase, and particularly on Mr. McAdoo, the Secretary of the Treasury. So we find the resolution amended (and then carried) so that it includes all possible sinister forces on both sides, and an attempt will be made to discover what efforts "the so-called shipping trust" or any other "interest" has made to prevent the passage of S. 6856, commonly known as the Ship-Purchase Bill"; also whether a lobby has been working in Washington to defeat the measure, and whether any United States Senators hold stock in companies "owning ships which would compete with the ships to be purchased or constructed under the provisions of said bill."



OLD DOBBIN NEVER SAW ONE BEFORE.
—Darling in the Des Moines *Register and Leader*.

This double-edged investigation meets with the approval of the newspapers in New York, where most of the suspected "interests" center. By all means, says *The World*,

"investigate Mr. McAdoo, Mr. Warburg, Kuhn, Loeb & Co., and the President himself, if necessary. Also investigate the sources and the authority of this extraordinary opposition to the Administration's bill.

"What influence, if any, has been exerted against the measure by the firm of J. P. Morgan & Co. and their financial associates of the International Mercantile Marine Company? . . . . . .

"It is a curious fact that no other measure presented by the Administration has encountered such fierce hostility as this proposal to spend $30,000,000 or $40,000,000 for ships that could be used immediately to relieve the commercial blockade and would also be available for use as naval auxiliaries. Neither tariff revision, nor currency and banking reform, nor the Panama tolls repeal, nor the amendments to the Sherman Law, nor any other Administration measure has met such desperate opposition."

So speaks an advocate of the Shipping Bill, but the investigation is equally welcome to such foes of the measure as the New York *Herald* (Ind.), *Sun* (Ind.), and *Tribune* (Rep.). *The Tribune* holds that "the opposition shown to the President's plan is too powerful and too wide-spread to be due to any special interest." It says:

"It is far more important for Congress to inquire into the influences which are pushing the bill. Apart from the President's obstinacy in sticking to a losing cause and the itch for larger power which afflicts one of his closest advisers, who is destined to be named as a member of the Federal Shipping Board, there may be interests behind the bill which have planned to benefit financially from the purchase of interned and non-interned merchantmen."

The Senatorial Committee of three Democrats and two Republicans may or may not discover iniquity among the friends or foes of the bill, or both, but Mr. Paul Warburg and Messrs. Kuhn, Loeb & Co. have at least definitely and emphatically disavowed any present or past connection with the Hamburg-American Line. Mr. Bernard N. Baker, of Baltimore, with whom Secretary McAdoo and other officials have consulted regarding shipping-matters testified before the Senate Committee that the purchase of ships belonging to the big German companies had not been discust. In a letter to Senator Fletcher (Dem., Fla.), who is in charge of the Ship-Purchase Bill in the Senate, Mr. McAdoo says he has had no communication with any bankers "in connection with the purchase, sale, or disposition, in any manner whatsoever, of the German ships interned in the ports of the United States or elsewhere, or in connection with any other ships of belligerent or neutral nations for any purpose whatever." And even so persistent a critic of the Secretary and his chief as the New York *Sun* accepts the letter as "a complete and final answer to the malicious rumors and charges by hint and innuendo" in regard to Mr. McAdoo's connection with the Ship-Purchase Bill.

In both newspaper and Congressional discussion of the bill there is a general tendency to ignore the various modifications that have been made in it, and to support or attack it on general principles, tho it is noteworthy that the insertion of a clause limiting Government operation of the purchased ships to two years after the end of the war lost the measure the support of radical Republicans in the Senate. The objections on the score of neutrality have been answered by providing that "no purchases shall be made that will disturb conditions of neutrality." That would mean buying only neutral ships, says the Indianapolis *News*, and we should thus "avoid the possibility of serious complications, but we should not add a single ton to the carrying capacity of the world." Other editors still insist on the danger of "complications," and this figures among the arguments and pleadings of papers like the New York *Evening Post* (Ind.) and *Journal of Commerce* (Ind.), Brooklyn *Eagle* (Ind. Dem.), Philadelphia *Press* (Rep.) and *Public Ledger*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

(Ind. Rep.), Rochester *Democrat and Chronicle* (Rep.), Chicago *Tribune* (Prog.) and *News* (Ind.), St. Louis *Globe Democrat* (Rep.), and Portland *Oregonian*. Others assert, as did Mr. Hitchcock on the floor of the Senate, that any emergency once alleged as justifying the Government purchase of merchant ships has passed away in view of the constant growth of our export trade since September. So good a friend of the President as *The World's Work* (March) opposes the bill as "not founded on sound economics or public approval." The New York *Times* (Ind. Dem.) sees nothing left of it now "after all the changes that have been made in it, except an appeal to the persons who believe in Government ownership. "And what," exclaims *The Times* in horror, "is Government ownership but the beginning of State socialism?" And in its news columns *The Times* quotes at some length from Mr. Dies, the Texas Congressman who hotly attacked the Ship-Purchase Bill as a dangerous step toward Socialism. Mr. Dies condemned along with this bill a whole series of measures revealing the same tendency, such as the Government railroad in Alaska and the Government armor-plant proposition.

But despite these critics, there does seem to be a genuine demand for some ship-purchase measure. The North Carolina legislature has urged its passage. A Pennsylvania tanning concern asks its Senators to support the bill, asserting that it has eighteen car-loads of material awaiting ship accommodations. Congressman Webb (Dem.), of North Carolina, opened the House debate which ended in the passage of the Weeks-Gore Ship-Purchase Bill, by demanding immediate action for the relief of our shippers:

"The foreign Shipping Trust have the American people by the throat. We cannot export our cotton because they are charging freight-rates of $17 a bale. . . . Last December steamship companies took out of the pockets of the American people $18,000,000 more than normal freight-rates. In twelve short months we can save to the people $209,000,000, and at the end of that time you could afford to burn all the vessels that we could buy under this bill."

The proposed shipping law, says the Washington *Post* (Ind.), "would be a most powerful agent in reducing ocean freight-rates." The Louisville *Post* (Ind.) advocates it as a measure designed to destroy "combinations in restraint of trade" where the Sherman Law can not reach. And such practical arguments appeal to the editors of the Nashville *Tennessean*, and New Orleans *Times-Picayune* in the South, and the Newark *News*, New York *World* and *American*, Detroit *Times*, and Peoria *Journal* in the North.

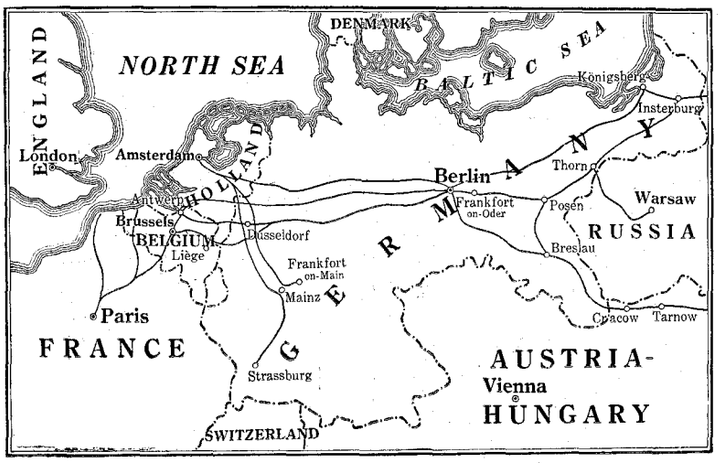
In London, *The Daily News* finds no fault with our House of Representatives' action, which it seems to consider final, and offers this explanation of President Wilson's ship-purchase policy:

"To establish a marine controlled in first instance by the Government was one of these first determinations of President Wilson when he entered upon office. . . . . .

"The plan was complicated by unforeseen difficulties. The outbreak of war brought to the discussion of it arguments and motions quite strange to its original character. President Wilson has not been abashed by them, and his courage, perseverance, and resource have won yet another very striking victory."

GERMANY'S EASTERN SUCCESSES

THE RUSSIAN RETREAT from East Prussia early this month may have been only a "strategic retirement," but to our editorial critics of the war dispatches it seems a substantial German victory, tho perhaps not a decisive one. To Germans this repetition of von Hindenburg's earlier success in the Masurian Lakes region means first, in the Kaiser's words, that "our beloved East Prussia is free from the enemy"; and, in connection with the reported Russian evacuation of Bukowina, it portends a general advance along the whole Eastern battle-front, from Bukowina to the Baltic, with the Russians already "being rolled up in many portions of the line." Petrograd, however, is said to be taking it all very calmly, considering that the German forces failed to deliver the crushing blow that was intended, and that the Russians, successful in the Karpathians and before Warsaw, fell back before the German advance in East Prussia to take up a strong defensive position within their own borders. This, according to one Petrograd correspondent, is a favorite Russian maneuver, and, he adds, "after all, it is not miles, but men, which separate the Russian forces from their ultimate goal — Berlin; and those tactics which will enable the largest number of Germans to be killed at a minimum cost to themselves are the only sure means for the Allies to win this war against a nation that has been preparing for it for decades." And Russian reports say that at least 50,000 Germans have been killed and several times as many wounded in the futile fight for Warsaw along the Bsura. But Germany calls these figures absurd, while Vienna reports Russian casualties in the Karpathians totaling 50,000.



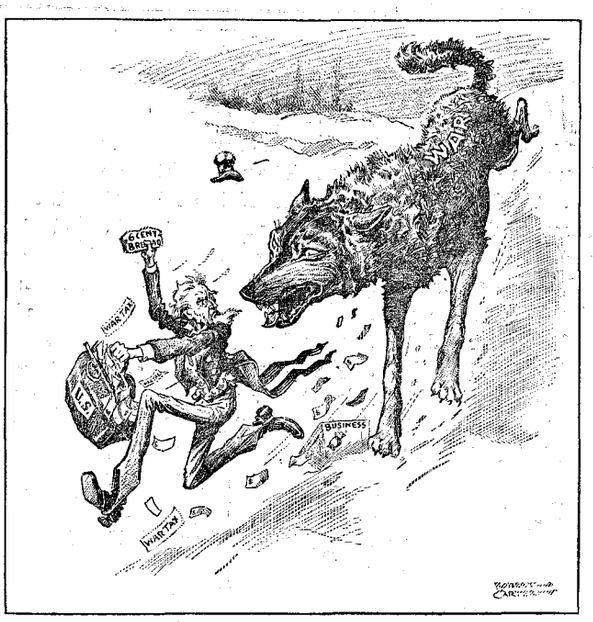
THE MAIN STRATEGIC RAILROAD-LINES WHICH EXPLAIN THE MARVELOUS MOBILITY OF THE GERMAN ARMIES.

Coming to the official German account of the fighting on the East Prussian frontier, we find the total number of Russian prisoners taken placed at 64,000, with 71 cannon, more than 100 machine guns, 3 hospital-trains, aircraft, 150 cars filled with ammunition, search-lights, horses, and other booty. According to unofficial reports summarized in a Berlin wireless dispatch appearing in the New York *Evening Sun*, the German East Prussian offensive started on February 6. German cavalry attacked the Russian lines of communication, and a flanking movement was carried out by forced infantry-marches through deep snow. For nine days, says an official report quoted in this dispatch,

"the battle raged in the Masurian Lakes region, and it has resulted in the overwhelming defeat of the entire Russian Tenth Army, which is now a disorganized mass. Not only have we driven them out of their strongly entrenched positions, but we have now forced them across the frontier, and they are utterly defeated at every point. Only remnants of their divisions managed to save themselves by taking refuge in the wooded heights and dense forests east of Suwalki and Augustovo, where they are now being pursued. Their losses have been enormous. Ours have been comparatively small."

In Berlin, Major Morahl, of the *Tageblatt*, calls the result for the Russians "a defeat in the fullest meaning of the word." These successes in the Eastern arena, he says, "prove the superiority of the German talent for organization." And the military expert of the *Mittag Zeitung* predicts "a decisive effect upon the general operations," saying:

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



THE ULTIMATE CONSUMER.
—Carter in the New York *Evening Sun.*

"The Germans seized the initiative and have achieved results which will have lasting effects and bring Germany and Austria a long step toward a final decision. . . . The latest victories in East Prussia, the Karpathians, and Bukowina are the first steps toward further blows for crushing the enemy."

With this Petrograd so far agrees as to look for a general German attack along the whole seven-hundred-mile battle-front. But the Russians do not expect it to succeed. Some reasons for their confidence appears in an account of the East Prussian campaign contained in a Petrograd dispatch to the New York *Tribune*. Says this summary of Petrograd military opinion:

"After a desperate attempt to break through the Russian defense at the salient point of the line at Borjimow, which was successfully mastered, the Germans advanced in East Prussia in the overwhelming strength of ten to one against the Russian force which for months past had been quietly pushing forward in this region. The Russians were fully aware of this movement and made no serious attempt to check it. . . . . .

"Eastward, toward the Niemen, they came on like an avalanche, a veritable German lightning-stroke, but the Russians had foreseen the entire maneuver, and retired betimes, leaving adequate forces of effective light horse to carry on a running fight along the line of the advance of the Germans. . . . And all the Russian forces, after laying waste the entire region, retired upon fortified positions toward the river Niemen."

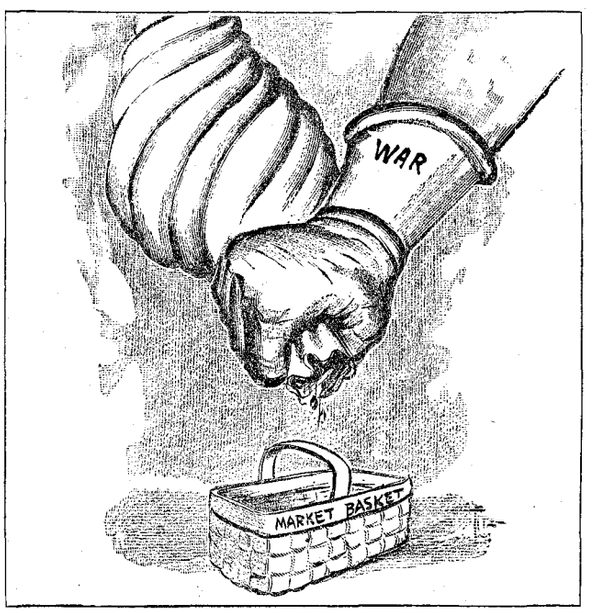
The German armies, according to a military expert here quoted, are trying to turn both flanks of Russia's seven-hundred-mile front, which is shaped like a curve, with Borjimow at the apex and the Niemen region and Bukowina at the two extreme ends. Russia has the advantage of the concave front; Germany, the better railroads. The Germans' advance "will carry them up to the defenses where the Russians are awaiting them."

"After that, from the Russian point of view, the fun will begin. . . . The Russians will not advance until the proper moment comes. They steadily continue to fulfil their task of slaughtering the largest possible number of German troops in the cheapest way, patiently awaiting the time when the general advance upon Germany at home can profitably be made."

In the editorial comment of our press may be found both generous tributes to the skill and courage which made possible so notable a German victory in East Prussia and doubts whether von Hindenburg has gained any lasting military advantage. The New York *Times* believes that a great German advance has been made "over a large part of the line all the way from Kovno to the edge of the Karpathians." And *The Times* continues:

"The amazing celerity with which vast forces of infantry, cavalry, and artillery were transferred under Hindenburg's command from distant points, without confusion, to meet the invaders and drive them back, must be the admiring theme of future war historians. . . . This one series of operations alone proves the extraordinary efficiency of the military machine which the Germans for forty years have been building up."

The Chicago *Tribune* in a long editorial on the German victory explains to its readers how German mobility, made possible by a remarkable system of strategic railroads, "was brilliantly employed to strengthen the German East Prussian forces and accomplish not only a parry of the Russian thrust at Königsberg, but a counter-thrust toward the slender communications of Warsaw northward." To the New York *Evening Post*, however, it seems "not a victory for the German railroads



THE HORN OF PLENTY.
—Fitz in the St. Louis *Post Dispatch.*

so much as a victory for the German soldier's marching powers and discipline." Says the Baltimore *News*:

"The magnificence of the Teutonic opposition to Russia is perhaps best to be gaged by what all thought to be the outlook in late August and early September. Lemberg had gone. Austria was prostrate. East Prussia overrun. The roads to Berlin were various and all practically open: the one via Königsberg, another past Thorn, the easiest of all through Krakow and Breslau. Neither Krakow nor Thorn nor the fortresses of the Northern Vistula have as yet fired a shot. Since September 19—or since, that is, Germany began to turn seriously to the defense of her eastern frontiers—Russia has evacuated considerably more territory than she has occupied."

Besides the actual losses inflicted, the Springfield *Republican* thinks that the German victory necessitates a general realinement of the Russian armies. But "it probably does not open to the Germans opportunity for a general advance." For,

"After half a year of fighting, with the Russian strength fully developed and strongly established, such an offensive is out of the question; neither side can make an effective advance through this outpost of the German Empire, and its strategic value for each side must lie mainly in the threat which control of it offers to the other side. . . . The immediate result of the German victory is to throw the Russians along 200 miles or so of front upon the defensive."

Giving the Germans all due credit for strategy, courage, and military efficiency, and assuming that all of the operations are as successful as reported, the New York *Press* declares that von Hindenburg has gained practically no lasting military advantage. It explains that while the German commander is now advancing farther away from his railroads, motor-roads, and base of supplies, "he is pushing the Russians back on to their

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

own fixt lines and great bases, where new equipment and f esh troops can be picked up in hours." As *The Press* continues:

"All of which indicates that these blows, given at a staggering cost of men, are really defensive moves. Sooner or later von Hindenburg must retire from the Vistula once more under the pressure of the great masses of Slavs—retire to his railroads and supplies, where he can gather his weapons together for another series of smashes to keep the armies of the Czar beyond the gateways to Berlin."

Finally, the New York *Evening Sun* thus outlines the choices confronting the Germans in their present position in the East:

"They may press their present gains in East Prussia at one extreme of their frontier-line, or of Galicia at the other; they may stand on the defensive and wait. They may rapidly move their forces by means of their superb railway facilities for a succession of blows north and south alternately; or, abandoning the East for the time being, and leaving only the minimum of troops for its temporary defense, they may throw the bulk of the armies of the East to the Western front."

SECOND THOUGHTS ON THE WHEAT CRISIS

SMILING CARTOONS depicting rural prosperity and optimistic assertions of the farmer's joy over high wheat-prices have brought a sad denial from those supposedly thrice-blest citizens. "Observations on the prosperity of the wheat-growers as a result of the present high price of wheat," remarks one writer sarcastically, "are amusing, to say the least," and another, a Kentucky farmer, writing to the New York

WEARING A DISGUISE.

—Ireland in the Columbus *Dispatch.*

World, asserts vigorously that to the farmer has gone less than half the market price of the wheat, and that to point him out as to blame for six-cent bread and the other evils of high prices "is an imposition on the consumer that is criminal." Summing up the position of the Kansas farmer, who, it appears, has gained even less advantage from the soaring prices than have some of his neighbors, the Topeka *Capital* criticizes an Eastern statement that "the Kansas wheat-crop this year netted to the State $100,000,000 more than last August," and remarks:

"What it netted Kansas is another question. Some of it was sold for 65 cents, some for 75, and some was held for $1, and sold off at that figure. Necessarily it was the farmers who needed the extra profit least who made it. Such is the way of life. The farmers most in need got 65 cents for their wheat."

When the farmer gets only sixty-five cents for wheat that sells for $1.65, it is natural that many should wish to know who gets the difference, and why? "Who owns the wheat?" demands the New York *World*, among others; "How much is there of it? Where is it?" And the editor stoutly maintains that investigation should leave no bin or elevator untouched, since this is of much more importance than the question of a wheat embargo.

While official inquiries and investigations are slow in bringing the facts to light, there do not fail those who furnish us with figures and facts already at hand, and draw positive conclusions therefrom. Several editors are satisfied, by the comparison of the actual wheat figures for this year with those of preceding years, that in the words of one writer "there is nothing in the known facts of the situation which warrants the conclusion . . . that the extraordinary boost in the price of cereal is due to speculation." Rather, we must blame the world demand alone. The editor of the Newark *News* continues:

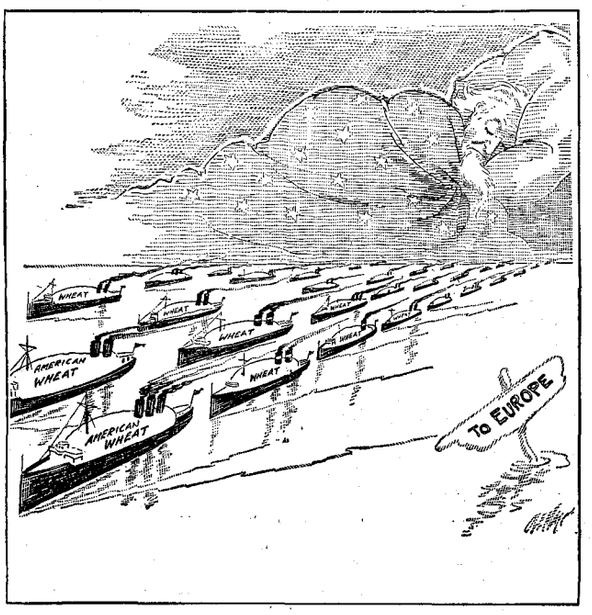
"In order to clarify the situation, it may be explained that the public mind has been obsessed by the fact that our domestic wheat-crop in 1914 was the largest on record, 120,000,000 bushels larger than the year before, all the while forgetting that the wheat-crop of the world last year was 440,000,000 bushels less than in 1913.

"Present high prices, therefore, are due to competition between domestic consumers and export buyers, the latter being ready to pay war prices because of a heavy shortage in the world's supply.

"There are no evidences of any plan to attempt to corner wheat. Bright men in the trade do not generally make such breaks when confronted with the largest crop on record. It would not be entirely without reason, however, if the head-over-heels of buying of wheat futures, both at home and from abroad, might within the next month or so result in self-cornered stocks here."

Among other optimists, the San Diego *Union* decries "an expensive hunt for speculators," and calls attention to the shortages in the other countries which, like America, are world-providers. The rise in prices, says another editor, "was the result of forces world-wide in scope and irresistible in power." In all European countries there have been "serious impairments of the harvest . . . due to the combination of war and bad weather"; nor is the prospect brighter in the countries outside the war-zone. This writer, in the Grand Rapids *Press*, enumerates the shortages:

"Canada, with unusually poor crops, has but a small wheat surplus, and is even now importing our corn and oats. Australia, usually a wheat-exporter, is importing 15,000,000 bushels for home consumption. Japan's wheat- and rye-crops were 19,000,000 bushels short. Egypt and northern Africa will export no wheat this year; Algiers is now buying wheat in Galveston and



SOMETHING TO WAKE UP TO!

—May in the Cleveland *Leader.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Buenos Aires. Spain will need importations, her own wheat harvest being below par. Greece is still buying here even at the highest prices, while Italy, shaken by earthquakes and on the brink of war, has safeguarded herself by taking over 25,000,000 bushels of Argentina's available surplus, which is 60,000,000 bushels less than estimated. India reports drought in her best wheat districts."

With these facts in mind, and with the appearance of the 6-cent loaf changing the whole question to one of intimate personal import, many editors have turned to a wheat embargo. The statement made by George W. Perkins, of the Food Supply Committee appointed by Mayor Mitchel, of New York, that Europe is hoarding wheat, tho "unsupported by statistics," has added to the editorial concern, and references are even made to the bread riots of seventy-odd years ago. To all this, however, the New York *Evening Post* replies soothingly that—

"The situation is not unprecedented. Our wheat-crop of 1897 was one of the largest ever harvested up to that date; but crop-failures in Europe and uneasiness over the next year's Spanish War created conditions exactly similar to those which now exist. Even the price of wheat rose higher than this season's highest; but there was no talk of an embargo, nor any trouble because of the abnormally small 'carry-over' at the season's end. What did happen was that our huge wheat-exports—they were quite on a par with this season's—placed the United States in an immensely strong international position, helped to overcome the after-effects of the panic of 1893, and largely paved the way to the great industrial revival which followed 1898. That our export grain-trade is to-day operating in a similar direction the foreign exchanges show."

Mayor Mitchel's letter to the President, while admitting that our wheat resources have not as yet been too severely drained, is regarded as a hint of the strongest sort at the desirability of an embargo. Its specific import, however, is to urge that—

"The announcement to our people by your Administration of authentic figures as to the amount of wheat we now have on hand, as compared with what we had a year ago, coupled, if possible, with some assurance that the Administration is keenly alive to the situation and prepared to take whatever steps are necessary to prevent our own supply of wheat being reduced below our actual needs, would, I believe, be more effective and bring more immediate relief than anything else that could be done."

Editors who regard the high wheat-prices as principally speculative inflation are, naturally, severely critical of Mayor Mitchel's evident attitude toward the embargo, but they consider President Wilson's reply to the New York official a sufficiently reassuring one. The President explains that—

"The large demand for our wheat arises from the fact that there was an estimated world's shortage of over 400,000,000 bushels outside of the United States; from the fact that the Russian exportable surplus of 100,000,000 bushels is not available, generally, and from the fact that the belligerent nations are eager to secure food-supplies. If it were not for these things we should be discussing ways and means of disposing of our tremendous surplus of food-products. . . . . .

"The matter is one to which the Administration has, of course, from the first given the most thoughtful and careful attention. The Agriculture Department is in possession of all the facts. About these facts some very erroneous impressions obtain, and it is our purpose in the immediate future to remove these misunderstandings by a very full and clear statement of all the facts. They will, I think, reassure the country."

In due time the report of the Department of Agriculture was made public, showing that our wheat-exports might continue at the present rate until the next harvest, and still leave sufficient grain in our own storehouse for home consumption. "Close figuring" is one New York newspaper's characterization of this statement, but to the Boston *Transcript*, among others, "it would have been a great surprize had any doubt been exprest" upon the needlessness of an embargo act. There is no danger of a food-shortage here, it is asserted, and "it will probably be a long time before the American people will have cause to worry upon that score."

TOPICS IN BRIEF

ALSO, the way of the neutral is hard.—*Albany Journal.*

SEEMS to be altogether too much yeast in the wheat market.—*Columbia State.*

DOWN in Mexico they would rather be President than right.—*Philadelphia Press.*

IT is reported that both armies are now quiet at Vanceboro, Maine.—*Salt Lake Tribune.*

NOW is the time for Mr. Burbank to produce a cheap substitute for wheat.—*Chicago News.*

IT now seems tolerably certain that neither side will give in unless it gives out.—*Columbia State.*

IF there are not ships enough to carry our wheat abroad, why not keep it at home?—*Philadelphia Evening Ledger.*

PERHAPS in modern warfare the national flag ought to be painted on a merchant ship's bottom.—*Springfield Republican.*

KNOWING that John Bull likes his rare roast beef, those German submarines are starting out to make it as rare as possible.—*Detroit Free Press.*

WHETHER to knit or not to knit at the opera is a burning issue in certain circles. Why not, if it does not interfere with conversation?—*New York World.*

A FRENCH professor who says that the sun is never really where it seems to be probably wants to prevent Germany from finding her place in it.—*Wall Street Journal.*

THAT altruism flourishes in Big Business is shown by the way a corporation will distribute its profits among a lot of weak subsidiary corporations.—*New York Evening Post.*

IT may be stated as a fact that a small and select number of the unemployed in Chicago are not in sympathy with the movement to provide them with work.—*Chicago Herald.*

SOME light may be thrown upon the willingness of Messrs. Carnegie and Rockefeller to testify before the Industrial Commission by the fact that each witness receives $2 a day.—*Chicago News.*

ROCKEFELLER'S testimony was naturally illuminating.—*Columbia State.*

THE lighter the loaf the heavier it weighs on the poor.—*New York World.*

ICELAND has voted "dry"—sort of going on the ice-wagon.—*Honolulu Star-Bulletin.*

WELL, there's something appropriate about a Shipping Bill being all at sea.—*Columbia State.*

THERE seem to be enough flags. All the United States needs now is ships.—*Nashville Banner.*

GERMANY may be able to keep the wolf from the door, but how about the bear?—*Columbia State.*

WHY should there be a dry movement in Washington so long as it has *The Congressional Record?*—*Cleveland Leader.*

SINCE Villa's announcement that he had taken charge of the Presidency he has been busy trying to locate it.—*Atlanta Constitution.*

IT is incomprehensible how wrathy some editors get whenever President Wilson mentions the possibility of the return of prosperity.—*Los Angeles Express.*

MR. SUNDAY is making such a hit with the Philadelphia 400 that they may decide to employ an evangelist permanently.—*St. Louis Globe Democrat.*

AN impressive display of patriotism was given in London the other day by an audience which met to hear a concert of British music.—*Springfield Republican.*

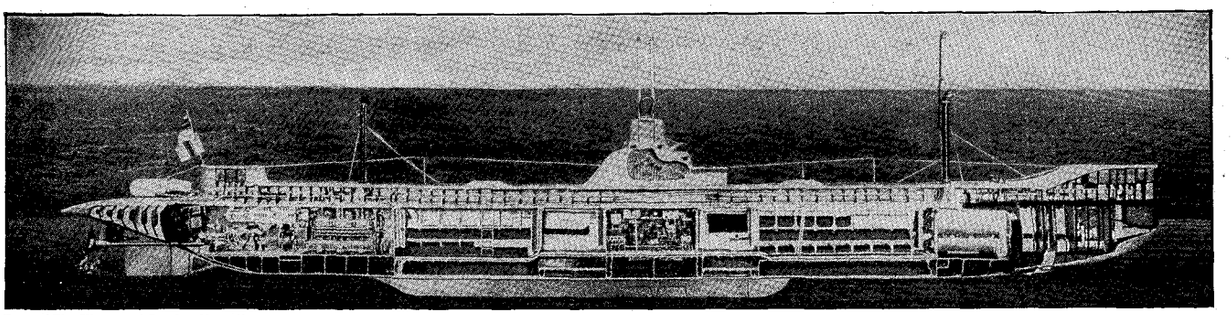
PROBABLY our delay in acquiring a merchant marine of our own is responsible for John Bull's apparent determination to provide us with a temporary one.—*Chicago Herald.*

WE suggest that if Austria's inquiry as to why Roumania is buying arms should not be answered with reasonable promptness, Austria can find out by crossing the border.—*St. Louis Republic.*

IF America does not know exactly what to do under present circumstances, there are a lot of kindly disposed belligerent nations that are constantly coming forward with helpful little hints.—*Chicago Herald.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FOREIGN - COMMENT

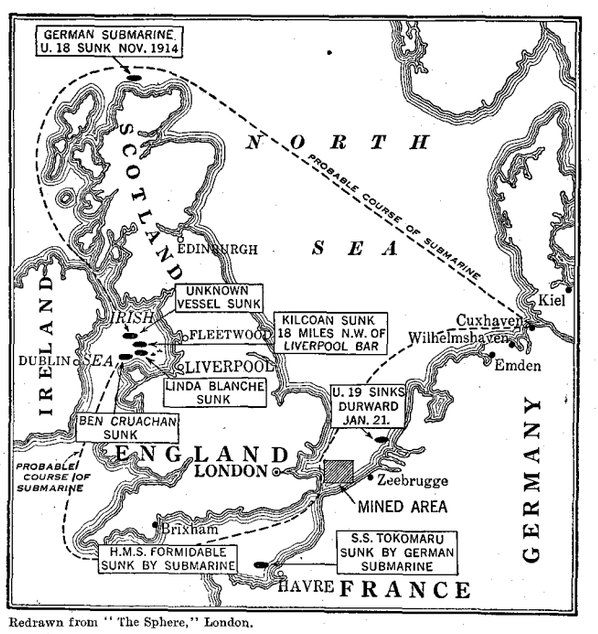


From "The Illustrated London News."

CROSS-SECTION OF THE "U-21," ONE OF THE LATEST CLASS OF GERMAN SUBMARINES, WHICH HAVE A RANGE OF ACTION OF OVER 3,000 MILES. THEY CAN BE ABSENT FROM THEIR BASE AT LEAST A MONTH AND HAVE PROVED THEMSELVES MOST EFFICIENT WEAPONS.

GERMANY'S DEFENSE OF HER SUBMARINE BLOCKADE

A WARFARE OF STARVATION can be combated only by exceptional measures, say the German press, and they claim that the submarine blockade of the British Isles devised by Admiral von Tirpitz is justified both by the necessity of Germany and by the actions of Great Britain. The press of England are, naturally, filled with bitter denunciation of what they term "this new example of frightfulness," and some American papers have been very acrid in their criticism, so it is of interest to glance at the opinions of influential German papers, which defend the step taken by their naval authorities, but are at the same time not a little apprehensive of America's attitude in the matter. Thus the Berlin *Vossische Zeitung* declares that it welcomes the protest from America, and assures us that Berlin will show itself friendly and sympathetic. Writing the day before the American note was received, it says:



Redrawn from "The Sphere," London.

HOW THE GERMAN SUBMARINES HAVE ENCIRCLED ENGLAND.

"When the Government declared certain waters a war area it reserved the right to use all permissible war measures therein, and it will not make a later specific declaration of where and when mines are laid within these waters after February 18. America certainly can not question Germany's right to undertake military operations in all waters around the United Kingdom. Should it wish to protest that it might involve American ships, because of the misuse of the American flag, such a general protest in advance of a specific case should be addrest to London and not to Berlin, because England already has begun a deliberate misuse, of the American flag and defends it as a permissible measure of defense.

"Can America expect Germany to respect its flag when it is misused, as in the case of the *Lusitania*, and what will Germany do to combat such misuse to its interests and escape the consequences?"

All the Berlin papers discuss the matter at great length, and Captain Persius, the naval expert of the *Berliner Tageblatt*, argues that no blockade exists. He thinks that Germany has but followed the precedent of Great Britain, which declared the North Sea a war area, and that those Powers which did not protest then have lost their rights to protest now. The *Lokal Anzeiger*, while it expects a protest from the United States, says that it is the duty of the American Government to protest strongly "against the British misuse of neutral flags." The powerful and semiofficial *Kölnische Zeitung* says:

"From Great Britain's method of warfare of starving Germany we must come to the only conclusion that the entire British people is our enemy, and a submarine war against British merchantmen must be begun and carried through recklessly. The air fleet also must take part. If British merchant vessels, wherever they are within reach of German submarines, are threatened with destruction, then neutrals will find more consideration on the other side of the Channel. We must try to hit the vital point of Great Britain—namely, her merchant fleet."

Basing its argument on the "doctrine of necessity" the *Frankfurter Zeitung* strongly indorses the submarine blockade and complains that neutral countries have submitted to English dictation.

From the great commercial port of Hamburg comes the strongest indorsement of the new naval policy, exprest, too, in vigorous terms. The *Hamburger Nachrichten* exclaims:

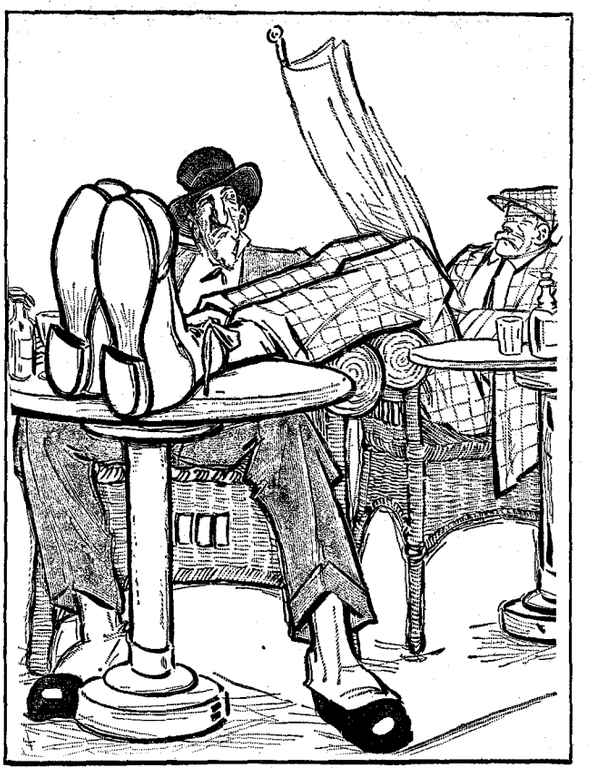
"At last, what we have so long hoped for is being done. England must be struck at the most vulnerable point, and must feel that she can no longer comfortably stand aside and rob and cheat and practise every brutality while she is represented on the European Continent by mercenaries, the scum of her people, who play football with German bread and expose to their criminal tools of murder the valuable life of our healthy, gifted, and educated youths, the springtime hope for the future of our race. Our people are struggling and offering sacrifices for the Emperor and the Empire, for its existence and its future, and these things can not be sacrificed to moral superstitions. What have we in six months achieved with our noble-spirited conduct of war—calumnies and hatred and bitter hostility everywhere."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

HOW EUROPE VIEWS THE AMERICAN NOTES

SOME WARM WORDS are uttered by the German papers, but elsewhere in Europe our protests against the British use of neutral flags to prevent the sinking or capture of their ships, and the danger to neutral shipping that may arise from Germany's proposed submarine blockade of the British coast, have been received with approval. In London there is a tendency to attach more importance to the American note to Germany and to slur over the protest to the British Government. The newspapers seem to regard the use of the American flag by British ships as a small matter that can easily be settled. Thus the London *Daily Mail* writes:

"President Wilson's concern lest British use of the American flag should become habitual is reasonable, and will undoubtedly be met in a sympathetic spirit. We could readily undertake to restrict the use of the American flag to cases of exceptional necessity. The application of any such general understanding would, however, depend largely on the discretion of the individual captain, partly on the lengths to which Germany intends or is able to push her policy, and partly on whether the occasional use of the Stars and Stripes increases or diminishes the risk of American citizens and ships."



AMERICA'S PROTEST.

"Dear John Bull, please don't act so much as if you were at home!"

—© *Ulk* (Berlin).

The Pall Mall Gazette thinks it will not be difficult to satisfy the United States with regard to the use of the flag, and adds:

"Great Britain is acting not only in the national interest, but also entirely in the interest of humanity and civilization."

The Daily Chronicle views the American protest to Great Britain as perfectly just and proper, while *The Daily News* says that no reasonable man can find fault with the spirit or terms of either note. Similar views are exprest by *The Standard*, *The Daily Express*, *The Daily Graphic*, and *The Westminster Gazette*, but all insist that the use of the American or any other neutral flag by a belligerent in times of stress is a well-recognized and justifiable *ruse de guerre*. France is pleased with our notes, but the Paris papers all comment on the contrast between the tone of the note to Germany and that to England. This the *Journal des Débats* and the *Temps* regard as not difficult to comprehend, as they naturally sympathize with their ally and regard the proposed German blockade as "another example of barbarism." The *Action Française* says:

"America has given a severe lesson to Germany. A few weeks ago President Wilson congratulated the Kaiser on his birthday. Yesterday he sent the Emperor a scarcely disguised threat. It is the most severe note that Germany has received from a neutral nation and it will greatly encourage the small neutral countries."

In Germany there is a note of irritation in the press and a tendency to regard our protest as pure bluff. The German papers state in emphatic terms that, despite the American protest, Germany has no intention of swerving from her announced course. The Berlin *Post* angrily accuses us of bluffing, but says that Germany need pay no attention:

"When something does not suit the Yankees they are accustomed to adopt as threatening and as frightful a saber-rattling tone as possible. They reckon that the person thus treated will let himself be frightened and give in. If this does not come to pass, however; if the person thus treated and threatened with the strongest expression pays no attention and shows that he is not scared and will not let himself be driven into a state of funk, the swaggering Yankees calm themselves soon and quiet down."

Count von Reventlow concludes an indignant article in the Berlin *Deutsche Tageszeitung* by saying:

"We gather the impression here, from expressions reaching Germany from across the water, that if the American people believe they can handle the German Government as they desire by pressure and threats they will fool themselves."

Other Berlin papers are emphatic in their denial that the American protest will in any way affect the German naval policy. Thus the *Vossische Zeitung* asks:

"Shall Germany in the face of such treacherous measures throw down her arms because an American ship might possibly be wrongly torpedoed? The American note demands nothing else. It is not necessary to say a word to show that uch a course by Germany would bring irreparable military disadvantages and a regrettable dragging out of the duration of the war."

The officially inspired *Lokal Anzeiger* lays stress on the American note to Great Britain, and says:

"It is evident that the United States is pressing the matter with the same forcibleness in London as in Berlin. The British have now been told fairly and squarely that the entire responsibility is upon them if Ameri an lives or property are sacrificed through misuse of the flag. There is no difference in the tone of the two notes."

The *Berliner Montag Zeitung*, however, thinks that Germany need pay no attention to America, and advises the German Government to proceed calmly on its way. It asks what harm America could do:

"She has no army, and her fleet would not dare to approach nearer our shores than does the English. The expulsion of Germans from America would mean her ruin. America's threats are simply ridiculous, and it is more than ridiculous for us to take them in earnest."

Two great organs of German opinion accuse us of a strong pro-English bias. The *Frankfurter Zeitung* thinks:

"The note takes too formal and litigious a tone with regard to Germany's justification for the possible destruction of neutral shipping. American politicians are getting into a habit of arguing along English lines of reasoning and, unfortunately, it is becoming second nature. The American Government attaches too little weight to the difficult position in which Germany finds herself and disregards the fact that no vital American interest is threatened."

The *Hamburger Nachrichten* is more anti-American:

"American merchantmen retain their right to sail in the specified waters or to avoid them. If Washington assumes that the Admiralty's declaration will not be executed unsparingly, it fundamentally deceives itself. The threatening sentences in the American note are quite unimpressive. After delivering weapons to our enemies and making no protest against Great Britain's

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

insolence, the United States shows itself devoid of any good-will whatever toward us. Politely turned expressions do not counterbalance too evident partizanship for our enemies."

The neutral countries, however, applaud our stand, and in Holland the Amsterdam *Telegraaf* and the *Nieuws van den Dag* regard the proposed German blockade as serious and think that Germany will remain unmoved. In Italy the papers are generally favorable, and the semiofficial Rome *Tribuna* says that our protests "represent the point of view of all neutral Powers." A Swiss organ, the *Neue Züricher Zeitung*, thinks that Germany's bark is worse than her bite, but adds, "all hopes are now fixt on America." The Copenhagen *Politiken*, the most brilliant paper in Denmark, takes a serious view of the situation, and remarks:

"HOME, SWEET HOME!"

MISS BRITANNIA—"One hardly dares turn on the tap, nowadays, for fear a German submarine might come out!"

—© *Ulk* (Berlin).

"America is acting with all the energy which might be expected, and her note contains a grave warning, so grave that war between Germany and the United States can no longer be regarded as an impossibility."

A similar view is exprest by Sidney Low, a well-known English publicist who writes in the London *Morning Post*, where he states that Germany is deliberately seeking to embroil other Powers in the war as a means of escaping gracefully from the present situation. He goes on to say that with America among her adversaries the terms of peace might be more favorable to Germany, as the United States would be less implacable than the present Allied Powers. In discussing the reason why Germany would like to extend the war, he says:

"The German Government would gain some substantial advantages. It would be able to save its face with its own subjects and might acknowledge an inevitable defeat without provoking a domestic revolution. It could point out that against the 'decadent' French, the barbarous Muscovites, and the detestable British, it had been waging a victorious contest and only gave way when the tremendous weight of the great Republic was thrown into the adverse scale.

"Germany, it could urge, might fight all Europe, but can not be expected to fight all the world. With so plausible an excuse for surrender, the Hohenzollerns might keep their throne and the Prussians retain their hegemony."

WHY THE WAR WAS A YEAR LATE

HIDDEN FROM THE EYES of this generation, the real cause of this war probably lies far deeper than the quarrel between Austria and Servia which was the immediate cause of it. This may explain why the German papers ignore a recent speech of an Italian ex-Premier alleging that the war would have occurred in 1913 had not Italy refused to join Austria against Servia then. His speech is a new addition to the flood of multicolored books in which the various Governments tell in minute detail the sequence of events leading to actual hostilities, but do not give us any real enlightenment on the deeper and more weighty causes which impelled the nations of Europe to conflict.

On the German side, the press, with unanimous insistence, have followed the Kaiser's lead and have consistently spoken of "this war that has been forced upon us." The Russian press aver with equal vigor that Germany was anxious for war, and the *Novoye Vremya*, the semiofficial Petrograd organ, recently published a telegram sent by the Czar to the Kaiser, prior to the rupture of Russo-German relations, offering to submit all points in dispute between the two countries to arbitration at The Hague. The Petrograd organ charges that the German Government suppress this telegram and omitted it from the White Book in order to suggest that Russia was the aggressive party. The official organ of the German Government, the *Norddeutsche Allgemeine Zeitung*, replies rather bitingly that "only important documents" were given. It adds:

"The Emperor Nicholas's telegram was not considered important because on the same day Russia mobilized thirteen army corps against Austria."

The German press have been, not unnaturally, and perhaps scornfully, silent on the subject of ex-Premier Giolitti's speech before the Italian Chamber which, the Roman papers claim, proved that this war was planned by Germany and Austria two years ago and that the murder of the Archduke Franz Ferdinand merely formed a convenient excuse. Signor Giolitti's words

THE RETURN OF THE RAIDER.

KAISER—"Well, I *am* surprized!"
TIRPITZ—"So were we."

—*Punch* (London).

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

appear in a verbatim report in the Rome *Tribuna*, a semiofficial organ. In addressing the Italian Parliament he said:

"On August 9, 1913, the Marquis di San Giuliano, then Foreign Minister, sent me the following telegram:

"'Austria has communicated to us and to Germany her intention of acting against Servia and defines such action as defensive, hoping to establish in regard to the Triple Alliance a *casus fœderis*, which I regard as inapplicable. I am endeavoring to arrange with Germany for joint efforts to be made to prevent such action by Austria, but it will be necessary to say clearly that we do not consider such possible action defensive, and that we do not believe, therefore, that a *casus fœderis* exists.'"

Signor Giolitti, who was then Premier of Italy, and bound under the terms of the Triple Alliance to aid Austria and Germany in the case of a defensive war, stated that he sent the following instructions to the Italian Foreign Minister:

"I replied: 'If Austria acts against Servia it is evident that a *casus fœderis* is not established. It is not a case of defense, because no one thinks of attacking Austria. It is necessary that Austria should be informed of this in the most formal manner, and Germany must be urged to take action to turn Austria from this very dangerous adventure.'"

In commenting upon this the Italian papers generally consider that the war is due to a long-standing Austro-German understanding, and the Rome *Messaggero* says:

"Even if the Archduke Franz Ferdinand had not been assassinated, we can now affirm that Austria would have found another pretext for attacking Servia and plunging Europe into a general war."

Writing in his own organ, the Paris *Petit Journal*, M. Pichon, ex-Foreign Minister of France, said he was in a position to confirm Signor Giolitti's statements from his own knowledge. The *Echo de Paris* lays the blame squarely upon Germany:

"It is certain that she had decided beforehand, in July last, to set Europe ablaze; for if she had wished to preserve peace the schemes of Austria would have been no more realized in 1914 than they were in 1913."

The Paris *Matin* says:

"We have been told of the spontaneous outbreak of anger caused in July, 1914, by the Serajevo assassinations as an excuse for the Austrian plans of aggression against Servia; whereas in August, 1913, this aggressive attitude had already been decided upon. Signor Giolitti's revelation is a cruel and irrefutable denial of the Austrian Government's diplomacy."

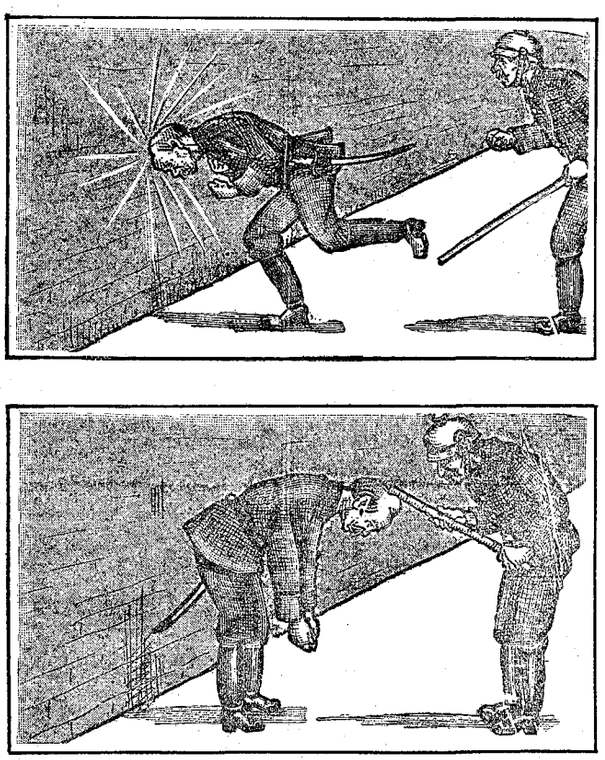
In England the case is still further elaborated in the London *Spectator*, and runs thus:

"The finished picture conveys to us something more than the origins of the present war. It provides an explanation of the second Balkan War. Every one remembers that when the Balkan Allies had successfully defeated Turkey, Bulgaria turned without warning on her former cooperators, Servia and Greece, and, in what seemed an unparalleled act of madness, tried to take from them with the sword territory which was at the moment in their occupation. We can now fairly form the deduction that Bulgaria, who had been in the confidence of Austria as regards Balkan affairs, did not doubt that Austria would fall upon Servia, in accordance with the plan which has just been disclosed. . . . . .

"Once again we must draw attention to the persistence of the Bismarckian tradition that what is morally wrong must be made, by the manipulation of some fortunate accident, to appear morally right. The way in which the murder of the Archduke was used was a repetition, in another form, of the falsification of the Ems telegram. . . . The plot against Servia, we repeat, was an old plot, and if it had not been attached to the Archduke's name some other incident would, sooner or later, have been found as an excuse. The will for a European war was there."

The London *Times* considers that these revelations justify Italy in retiring from the Triple Alliance:

"The defense of Italy's position is complete. Signor Salandra has but followed the precedent set by his predecessor and adopted a construction of the Triple Alliance which the other members have acknowledged to be correct. He and his colleagues considered the clauses of the treaties. They came to the same conclusions as Signor Giolitti and the Marquis di San Giuliano. A scrupulous examination of the letter and spirit of these agreements and the cognizance they had of 'the origins and the manifest ends of the conflict' satisfied them that Italy was under no obligation to take part in the struggle."



GERMAN TACTICS.

I. You first try to force the enemy's position;
I. Then you measure how many fractions of an inch you have advanced.
—*Het Volk* (Amsterdam).

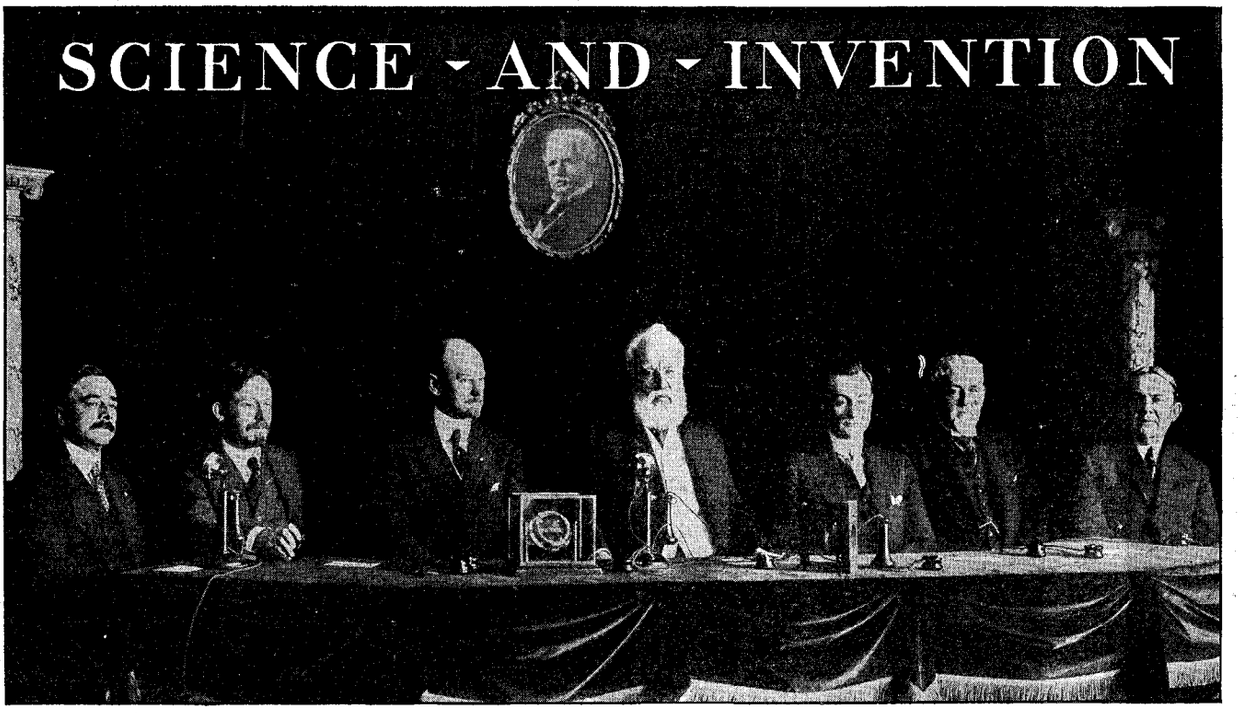
FRENCH TACTICS.

Joffre batters on the German wall— And this is what happens!
—© *Ulk* (Berlin).

STONEWALLING IN MODERN WARFARE.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SCIENCE - AND - INVENTION



ON THE WIRE FROM COAST TO COAST.

The formal opening of the first direct telephone-line across the American continent. These men at the New York end of the line are, from the reader's left to right: J. J. Carty, Chief Engineer of the American Telephone Company; George McAneny, President of the Board of Aldermen of New York City; U. N. Bethell, President of the New York Telephone Company; Dr. Alexander Graham Bell, who invented the telephone in 1876; John Purroy Mitchel, Mayor of New York; C. E. Yost, President of the Nebraska Company; and William H. Prendergast, Controller of the City of New York. Above is the portrait of Theodore N. Vail, President of the American Telegraph and Telephone Company.

TALKING FROM SEA TO SEA

THE FORMAL OPENING of telephone service between the Atlantic and Pacific coasts, on January 25, was marked by elaborate ceremonies. The first "long-distance" line in the United States is said to have been the wire from Boston to Cambridge, Mass., installed in 1876. Those who talked over this and also from New York to San Francisco last month say that the 3,400-mile circuit reproduced the voice with far greater distinctness. For the successful accomplishment of this feat, many skilful engineers cooperated, but it is not too much to say that it would have been quite impossible but for the use of the so-called "loading-coils" invented by Dr. Michael I. Pupin, of Columbia University, New York. These coils, which are installed at intervals along the line, use in their cores alone 13,600 miles of iron wire $^1/_{250}$ inch in diameter. Says a writer in *The Electrical World* (New York, January 30):

"The total weight of the four 3,400-mile copper wires in use between New York and San Francisco is 5,920,000 pounds. These wires are mounted on a total of 130,000 poles. Not over ten miles of the circuit is in underground cables. It is estimated that when a conversation is being carried on over the 3,400-mile line, equipment valued at $2,000,000 is 'tied up' temporarily for this service. However, sight should not be lost of the fact that three conversations can be carried on simultaneously between New York and San Francisco, while several telegraph-messages can be sent at the same time over portions of the wires. When the line was extended to Denver in May, 1911, nine intermediate conversations could be carried on simultaneously over various parts of the system, and twenty-eight telegraph-messages could be sent simultaneously. In the Denver-San Francisco link the circuits are arranged for 'fantom' operation, and similar superposition can be accomplished.

"A noteworthy feature of the demonstration on January 25 was the simultaneous utilization of numerous telephone-receivers at the seaboard terminals for the benefit of persons invited to listen to the conversations carried on between New York and San Francisco. This result could have been achieved only by means of relays, to which, beyond doubt, much of the success of the long-distance telephonic transmission must be attributed."

At one of these subsidiary lines, terminating in the White House at Washington, stood President Wilson. What he said over the wire and how he did it are described by a special correspondent of *The Transmitter* (Baltimore, February) as follows:

"The President was to talk from the small room known as the Ushers' Room, the first to the right as you go in the main entrance of the White House. It is a small and somewhat bare apartment, with one window looking out over the White House grounds. . . . . .

"A moment or two passed while Mr. Kingsbury got President Moore, of the Panama Pacific Exposition, on the wire, and then the President strolled in, an armchair was placed before the table, and he sat down, lifted the receiver and began to speak his history-making messages. A White House stenographer appeared just at the right moment, slipt across the room to the roll-top in the corner, and devoted himself industriously to taking down all that was said.

"Speaking slowly, distinctly, and in a tone scarcely louder than that used by most people in carrying on a telephone-conversation with a neighbor a few blocks away, President Wilson said: 'Is this Mr. Moore? Do you hear my voice distinctly, Mr. Moore?' Assured that he was heard, the President then proceeded:

"'It appeals to the imagination to speak across the continent. It is a fine omen for the Exposition that the first thing it has done is to send its voice from sea to sea. I congratulate you on the fine prospects for a successful exposition. I am confidently hoping to take part in it after the adjournment of Congress. May I not send my greetings to the management and to all whose work has made it possible and made it the great event it promises to be, and convey my personal congratulations to you, sir?' . . . . . .

"Thomas A. Watson was then put on at the San Francisco end, with Dr. Bell listening in on the circuit at New York. To Mr. Watson the President said: 'I want to say to you, Mr. Watson, that I consider it an honor to be able to express my admiration for the inventive genius and the scientific knowledge that have made this possible, and my pride that this vital cord should have been stretched across America as a new symbol of our unity and enterprise. Will you not convey my cordial congratulations to Dr. Bell? And I want to convey to you my personal congratulations, sir.'

"'I thank you from the bottom of my heart, Mr. President,'

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

replied Mr. Watson. 'I consider it a great honor to talk across the continent for the first time with the President of the United States.'

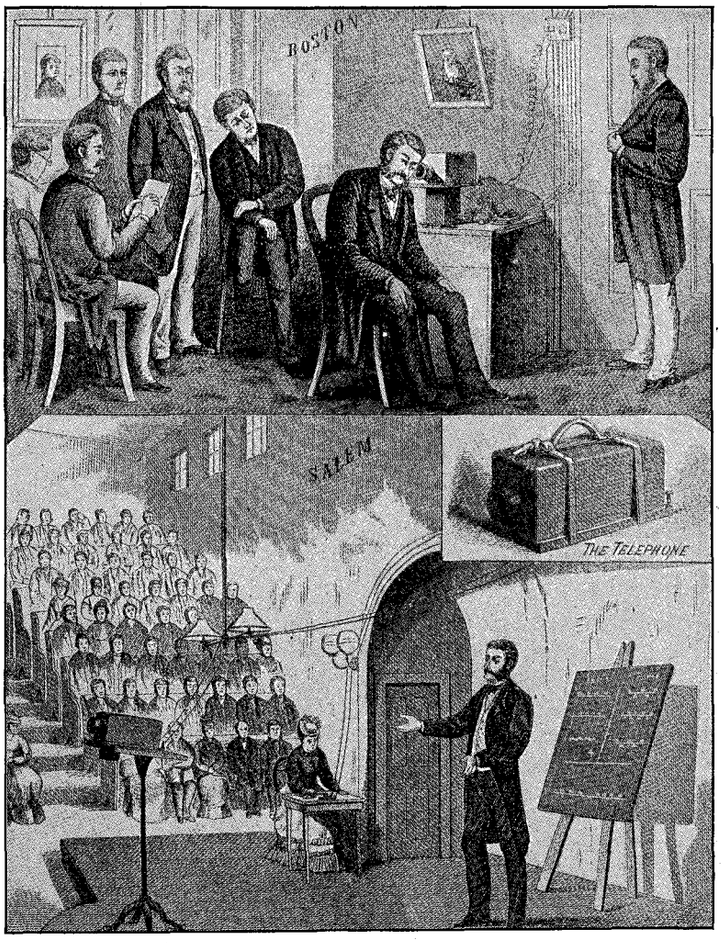
"Dr. Bell was then introduced by wire to the President. He said: 'I am glad to have the opportunity to talk to you, Mr. President, over the first transcontinental telephone-line.'

"'I am very much obliged to you, sir,' said Mr. Wilson. 'I want to congratulate you very warmly on this notable consummation of your long labors and remarkable achievements. You are justified in feeling a great pride in what has been done. I think this will be remembered as a memorable day, and I convey to you my warm congratulations, sir.'

"At this point Mr. Kingsbury asked the President if he would care to say a few words of greeting to Mr. Vail, president of the American Telephone & Telegraph Company, at Jekyl Island. 'Why, yes, certainly,' the President answered. . . . . .

"'Is this Mr. Vail?' he asked. Mr. Vail's voice came over the wire so plainly that the President held his receiver slightly away from his ear. He then said: 'Mr. Vail, it is a great pleasure to hear your voice. I want to send you my congratulations on the consummation of this remarkable work. I am very sorry also to know that you are unwell.' A pause ensued, the President listening to Mr. Vail's reply. He then said: 'Well, I envy you your ability to get off. Good-by, Mr. Vail.'

"This ended the official talking from the White House. The President rose from his seat before the telephone and passed out of the room. He had entered at 5.50. His first three conversations were finished in not more than three or four minutes. The entire program, the talk with Mr. Vail included, was concluded at 6.03."



WHEN THE PHONE WAS A SEVEN-DAY WONDER.

This woodcut, reproduced from *The Scientific American* for March 31, 1877, illustrates the first triumph of the telephone, before it ceased to astound or became a common object of furniture. Prof. Alexander Graham Bell is illustrating his invention in Salem, Mass., with a telephone connecting with his Boston office, 14 miles away.

The circuits connecting San Francisco and Jekyl Island with the White House were routed via New York, thus making possible three-way conversations between these points. In accordance with standard practises, the A. T. & T. Company provided a first and a second routing between New York and Washington with switching-equipment at each end so arranged that if trouble should develop on the first circuit, the second circuit could instantly be substituted for it. These circuits took different routes through practically the entire distance, and the New York-Washington underground cable provided a third routing, which could have been utilized if Washington had been visited with anything like the blizzard of March 4, 1909.

"Every precaution was taken to make sure that some employee, in the pursuance of maintenance- or construction-work, did not inadvertently break in on the President's conversation at a cable-terminal. The transcontinental service was turned over to the public at 12.01 A.M., Tuesday, January 26, and late that afternoon the first call was handled in the C. and P. territory. The call was from San Francisco, for a woman in Washington."

EXPLORING THE MYSTERY OF NERVE-FORCE

RECENT DISCOVERIES seem to give promise that the age-long problem of the nature of the nervous impulse is near solution. We know that when a child sees a butterfly, a sensory impulse flies to its brain from the eye along the optic nerve, and after transformation there into a motor-impulse travels out again and stimulates the muscles to contract so that the little hand advances to grasp the beautiful thing. We can even tell along which part of the nerve the impulse moves inward and along which part it moves outward. We can paralyze one set of filaments without affecting the other. But exactly what is the nature of these impulses, what happens in the nerves along which they travel, we have never known exactly. Many views have been advanced with regard to the nature of the conduction processes in nerves. Thus, it has been suggested that the whole nerve moved like a bell-rope; that the nerve was a tube through which an acid flowed; that the nerve contained an elastic fluid in oscillation; that it conducted an electric current like a wire; that it was composed of "electromotor molecules"; that it was made up of particles which, like powder in a fuse, underwent an explosive change, that the irritant caused alternating chemical and electrical changes along the fiber; finally, that the molecules of the nerve-substance underwent a form of physical vibration analogous to that assumed for light. *The Journal of the American Medical Association* (Chicago, December 12), from which we derive these facts, goes on to say editorially:

"Even at present, students of the subject are still divided into two camps, one of which inclines to a physical theory of nerve-conduction, the other to a metabolic or chemical theory. We know, at any rate, that there is no mechanical change in the nerve. If the nerve serves merely as a conducting medium in a purely physical sense, one would not expect much, if any, expenditure of energy in the process. The lack of any heat-production in stimulated nerves appears like decided evidence against the idea that irritability is primarily a chemical phenomenon. Heat-changes are characteristic of metabolism. On the other hand, convincing evidence has gradually accumulated tending to show certain small chemical changes incident to the excitatory processes in nerves from the fact that, in the complete absence of oxygen, the nerve-fibers lose their irritability, and that the latter may be restored by readmission of oxygen to the nerve.

"By the use of an ingeniously contrived apparatus, the biometer, in which amounts of carbon dioxid as small as 0.0000001 gram can be measured, Tashiro has demonstrated

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

in the laboratories of the University of Chicago not only that all living nerves give off carbon dioxid—a sign of chemical change—but also that their metabolism increases on stimulation. These facts have now been supplemented by Tashiro and Adams in harmony with the argument that the primary basis of protoplasmic irritability must be a chemical one. Their new evidence shows that, in the absence of oxygen, nerves have a far lower output of carbon dioxid than in air, and that stimuli which more than double the output in air fail to give any increase in an atmosphere of hydrogen, that is, an oxygen-free medium. Oxygen is therefore primarily concerned with the metabolism of nerves.

"The foregoing facts are no proof that oxidative change or metabolism in the nerve is the forerunner or cause of its conductivity. They might, of course, express the effect of the change in the state of excitability. Whatever the future may finally say to the question whether nerve-fibers can function independently of chemical changes, it now seems certain that active metabolism in the nerve-fiber is a fact; and, quoting the Chicago investigators, the incorrect assumption of an absence of metabolism can no longer be used by the physical school to support their argument."

HOW TO GET TO SLEEP

GOING TO SLEEP is controlled by the subconscious brain-centers, just as are other natural processes and functions, like digestion or breathing. We do not have to apply our minds consciously to the assimilation of our food, or take care lest we should inadvertently cease breathing and so smother. One who thinks about these things will perform them no better and may even interfere with the processes of nature. So it is with sleep. He who wonders how he can put himself to sleep and who begins to worry lest he should be wakeful is doing what he can to banish the very comforter that he wishes to woo. Dr. Edwin F. Bowers, who writes on what he calls "The Demon of Insomnia," in *The Associated Sunday Magazines*, remarks that there is only one thing worse than insomnia, and that is worrying about it. Frequently, he says, the worst sufferers are the family and friends of the insomniac, who have to listen to the lugubrious tales of his sleeplessness. Staying awake in a comfortable bed isn't nearly so dangerous, he assures us, as filling oneself with the autosuggestion that the performance is going to be repeated. We read further:

"This is the beginning of what might be called 'psychic insomnia,' a condition that has no particular reason for existence beyond its initial mental impulse, aided and abetted by an overfertile imagination. Yet many of our most persistent insomniacs got their start in just this way. . . . . .

"To have an occasional wakeful night is an evidence of intelligence. Hardly a normal man or woman but will sometimes have experiences that cause a period of wakefulness. Only human clods sleep undisturbed through every sort of storm and stress. Until the fear of sleeplessness becomes a full-grown phobia, no anxiety need be felt. Insomniphobia (to coin a term)—the fear of insomnia, a mere overanxiety to get to sleep—is more to be dreaded than insomnia. . . . . .

"Active exercise—any exercise in the alphabet, from Alp-climbing to the tango—will give excellent results in most cases of insomnia. None sleep quite so soundly as those who have earned it by the sweat of their brows.

"A brisk but not too fatiguing walk before retiring will sometimes work wonders for either a human sloth or a brain-abuser. A good measure of what is appropriate in the way of exercise would be to walk in one direction until one begins to feel tired. Then turn, and walk back the same distance—on the principle that a little too much walking produces just sufficient fatigue for sleeping.

"In connection with the subject of exercise it is curious to note that one may have too much of a good thing. Paradoxical as it may seem, many become sufficiently tired to stay awake, developing insomnia for this reason. The fatigue-poisons resulting from the breaking down of cell tissues accumulate in the blood stream faster than they can be oxidized or eliminated, thereby poisoning nerves and brain, and causing irritability and wakefulness.

"A warm bath before retiring, a wet pack, a cold cloth at the head or the back, or other measures tending to promote elimination and equalize the circulation, will usually give satisfactory results. For those of sedentary habits who are troubled with cold feet, a hot foot-bath, or, better still, a cold foot-bath, with vigorous friction following it, and the wearing of a warm pair of bed-stockings, will often induce sleep.

"Fresh air is also valuable in these cases; for, lacking sufficient oxygen, the fatigue-poisons are not oxidized in the lungs and exhaled as carbon dioxid. This maintains nerve irritation and restlessness, which are reflected in insomnia.

"Or the sleep may be light, the victim of bad air and fatigue-poison rising in the morning more tired than when he went to bed. To avoid this, open the bedroom windows early in the morning, then forget to close them at night. Strict observance of this omission will cure many of these can't-sleepers."

Perhaps the most common of all causes of insomnia, Dr. Bowers tells us, is what doctors call neurasthenia, which is nothing but nervous exhaustion from nerve starvation. It especially afflicts those who burn the candle of health at both ends. Sleeplessness in this case is the symptom of actual disease. It is encouraging to know that neurasthenia has an actual physical basis somewhere, if we can but discover it. It may be exhausting study, or mental labor at night, worry, some digestive defect, improper metabolism, imperfect elimination, or any of a hundred other things that interfere with the perfect functioning of the body. The writer goes on:

"Sometimes an unusual noise keeps one awake. If this persists for a few successive nights it fastens a habit of intense listening upon the would-be sleeper, which effectually prevents his passage across to Slumberland. Or he may merely be overexcited, or suffering from some mental strain, and the usual gentle noises of the elevated trains or the ambulance bells become an actual racket. Temporarily placing a plug of vaseline cotton in each ear will cut off that source of irritation. . . . .

"Put not your faith in a sojourn in the country for the cure of noise-insomnia, so long as you carry the particular thing with you that causes susceptibility to sounds. To city-bred ears and nerves the country is the noisiest place in the world.

"The maddening shrill of the crickets and tree-toads, the insistent assertion that Katy did or didn't, the full-throated 'gurrup' of frogs, the untimely clarion of leather-lunged roosters, and the bawling plaint of a bereft bossy for the bull-calf apple of her eye conspire to drive a nervous man or woman, unused to these ear-splitting sounds, almost into hysterics. . . . . .

"One of the most effective methods of inducing sleep, one that can be put into practical application by almost any intelligent man or woman, is the employment of therapeutic suggestion. It requires no special powers, and but little practise, to become proficient in treating others by this method. The chief requisite is confidence in yourself, supplemented, of course, by a willingness on the part of the patient to try as far as possible to make his mind a blank—to busy the brain over nothing.

"Take a position by the side of the comfortably relaxed passenger for Dreamland, back just far enough to cause his eyes a slight strain in the attempt to focus them upon yours. Hold them thus steadily, and repeat in a drowsy, monotonous tone: 'You are going to sleep—sound-away asleep! Your eyelids are getting heavy! You are going to let them close down, and go sound away to sleep—sleep—sleep—sound asleep!' Vary this formula from time to time to concentrate attention fully upon the matter in hand.

"In the course of five or ten minutes the subject's eyelids will get heavy and gradually flutter down. He will soon be sound asleep.

"Patience and absolute seriousness of purpose are necessary for the success of this experiment. When sleep has been induced it is well to suggest, as tho there could be no particle of doubt that the instructions will be literally carried out: 'You will sleep soundly all through the night! You will awake rested and refreshed in the morning! And you will be able to go sound asleep to-morrow night, and the next night, and every night hereafter, without the slightest conscious effort!' . . . . . .

"Those of us who have counted innumerable sheep jumping one by one over the fence of our imagination will appreciate that the point to be striven for in thus securing sleep is monotony and repetition. And however funny it may seem to those red-blooded brigands who can woo great Nature's second course and

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

chief nourisher in Life's Feast at will, it is no joke to the wide-awake mathematician, counting faithfully, and heartily cussing those ghostly sheep that skip so blithely over the stile.

"Now here is a method that doesn't permit so much latitude for galloping thoughts; it is a form of suggestion that adults can practise upon themselves. The idea is to establish monotony by repeating a progression of numbers, aiding mental concentration by opening and shutting the eyelids at each count. The physical act of opening and closing the lids requires just sufficient effort to preclude entertaining extraneous ideas which mere counting would not accomplish.

"Thus, lying quietly relaxed, count 'One,' at the same time opening and closing the eyelids. Wait a few moments, then count 'Two,' repeating as before. Presently the lids will become heavier and refuse to open at the count. . . . . .

"Sometimes gentle exercise in bed—right where the fatigue induced will do the most good—is very effective. Lie prone, and stretch the body to its utmost by attempting to reach the head- and foot-boards at the same time. Then raise your head a few inches, and hold it in this position while breathing slowly and deeply. You will soon be very glad to drop it back upon the pillow. Now repeat this operation with the right foot—omitting the attempt to breathe during it. When that droops and languishes from fatigue, do the same with the left. Then begin with the head, and do it all over again.

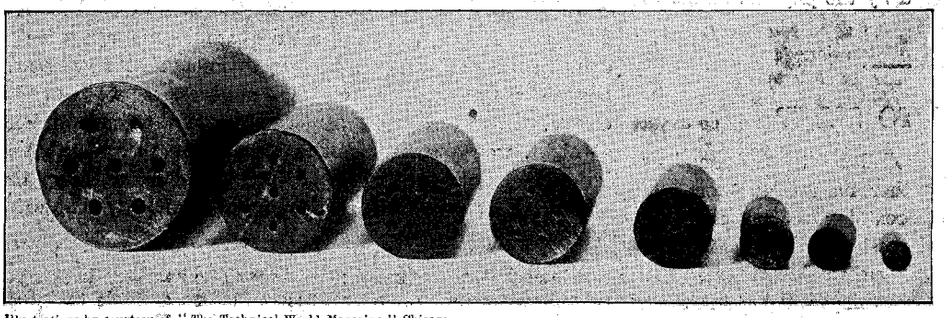
"In a few minutes you will have tired and relaxed most of the muscles of the body, and in a surprizing number of instances, if the procedure be faithfully followed out, a healthy, natural sleep will follow.

"Reading oneself to sleep is a form of autohypnosis that is common and commendable. The book or magazine should be just sufficiently interesting to divert the mind, without arousing a train of thought intense enough to be in itself a cause of wakefulness.

"If one could afford to engage a violin soloist to play soft improvisations upon muted strings, the results should be perfectly ideal. However, in well-equipped sanatoriums it is now recognized that music is valuable in the treatment of insomnia, and its use is rapidly extending. Osteopathy, massage, or even simple rubbing along the spine, have given good results in sleeplessness. In using friction there should be only moderate pressure at first, becoming still lighter as nervousness and excitation are relieved, and the patient's slower breathing indicates relaxation. . . . . .

"In most cases of insomnia, unless due to anemia, the proteids should be reduced to a minimum. Meat proteids especially are entirely too stimulating. The diet should be light and easily digested. The principal meal should be eaten at noon; altho one should not retire feeling hungry. In fact, a glass of hot milk or a very light lunch just before going to bed is often a good soporific, causing a flow of blood from the brain to the great abdominal blood-vessels.

"Anything, except drugs, that will produce sleep is useful and admirable. The salutary effects of a drugless sleep are felt all the next day. The usual 'doped' sensation, which follows the use of hypnotics—even the most harmless, as bromids and veronal—is entirely lacking. If a comprehensive inspection of your habits, with the correction of the bad ones, doesn't cure your insomnia, you had better lose no time in calling in some one qualified to discover your physical imperfections and apply the proper cure directly to them. It will be a thousand times better than trying to club your insomnia into insensibility with drugs. 'Sleep at any price' is entirely too expensive."



Illustrations by courtesy of "The Technical World Magazine," Chicago.

GRAINS OF SMOKELESS POWDER, SHOWING THE PERFORATIONS.

WHAT THE BIG GUNS EAT

HUNDREDS OF THINGS have so changed in form since they were first named that the names no longer apply. This is eminently true of the stuff used in big guns. The lady who asked at the country store for "powder" was met with the polite query—"Face, gun, or bug?" The first and third varieties are still what they were of yore, but gunpowder is really "powder" no longer, except when it is used for the manufacture of fireworks. That used in the modern high-powered artillery is rather an assemblage of cylinders, sticks, or blocks, some of them of considerable size. We are told by William Atherton Dupuy, who writes on "Powder for the World's Guns," in *The Technical World Magazine* (Chicago, February), that a single grain of the "powder" for the great sixteen-inch gun to be set up at Panama is as big around as a broomstick and three inches long. The Germans make their powder in strips that look like thick tape. They cut it off in lengths and tie it up in bundles to fit into the breeches of their big guns. Writes Mr. Dupuy:

"A cylinder of the American powder or a strip of the German may be lighted with a match and safely held while it sputters and burns after the manner of a sulfur match. And yet this same military powder is, just now, one of the most powerful agencies in the world. It is killing thousands every day; is razing the strongest forts that man can build, and is remaking the map of Europe. In fact, the fate of the greatest nations of the world to-day depends upon the comparative efficiency of the hundreds of thousands of tons of powder which they have accumulated against just such emergencies as now exist.

"Gunpowder, marvelous to say, is almost pure cotton. It requires but little juggling—scientific juggling, to be sure—to convert the harmless crop of the cotton-field into the most refined of modern smokeless powders. Those big grains of cannon-powder, which look like pieces of stick candy, are but cotton refined to this form and treated with nitrate. The process was evolved by the Delaware factories, where most of the powder used by the United States Government for more than a hundred years has been produced. Many car-loads of cotton are sent every year to these mills and to the government plant at Indian Head on the Potomac River, where they are soon converted into what Uncle Sam believes to be the best smokeless powder in the world. About four million pounds of this Southern staple goes annually into government powder. The magazines of all our battle-ships, the storehouses of all our coast defenses, the belt of every man in the army are well supplied with this converted cotton. All the great nations of the world are also busy changing American cotton into the deadly force which lies behind man-killing projectiles.

"The details of the process of manufacturing American powder are closely guarded, but the general principle of it is simple. First the raw cotton is treated with ether and alcohol to break up the fiber. This converts it into a jellylike mass. As the ether and alcohol have no place in the ultimate product, they are evaporated. The cotton jelly is then treated with nitrate in such proportions that, when the powder is fired, the two will unite to form an expanding gas, and there will be absolutely nothing left."

All the powder for United States guns, we are told, is made from this nitrated jelly. The only difference is in the size of the grains. The bigger the gun, the bigger the grain of powder. For the rifles the men carry, the grains are but half as big as a pin-head. For the largest coast-defense guns they are three inches long and three-quarters of an inch thick. Every grain is perforated lengthwise. The very small grains have a single hole, while the larger sizes have seven. The arrangement is in ac-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

cordance with mathematical calculation, the secret of which belongs to the Government and its powder-makers. To quote further, in substance:

"The holes regulate the rapidity with which the powder will burn. It is not intended that the charge of powder in a big gun shall exhaust its force instantly. The beginning of the explosion starts the projectile on its way. The explosion continues and, as the projectile gains speed, the force behind it continues to push. The projectile is followed down the rifle-barrel by a continuing explosion, by which its speed is constantly accelerated. The powder is burning fastest and pushing hardest at the instant the projectile reaches the mouth of the gun. At that instant, also, it burns up and exhausts itself. Its work is done.

"Thus it will be seen that a quicker burning powder will be needed to push a projectile out of a five-foot gun-barrel than one thirty feet long. The longer the gun-barrel, the longer the powder will need to burn in accomplishing its purpose. The size of the grains and the arrangement of the perforations, controlling the length of time the charge will burn, are the factors which fit a given powder to a given gun.

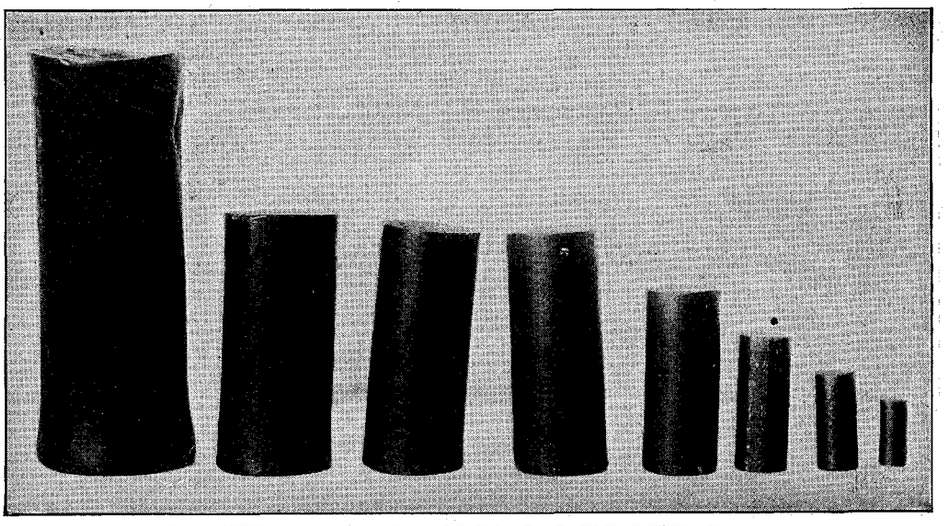
"To one who likes to know the reasons for things, there is an interesting problem in the arrangement of the perforations in these grains of powder. If you light a scrap of paper all around the edge, it will burn toward the center, and the burning surface will steadily decrease. If you make a hole in the center of the paper and start the conflagration there, the flame will steadily grow and the most rapid burning will take place just before the fire has reached the outer edge.

"This is the exact principle which governs the arrangement of the perforations in the Government's big-gun powder. The burning starts along the surface exposed by the perforations and spreads, always faster as the hole is enlarged, burning fastest at the instant it is consumed. This is the principle which enables a thirty-thousand-ton battle-ship to fire a broadside of sufficient force to lift itself thirty feet out of the water if the foot-pounds expended were used in that way.

"There is probably no line of endeavor in which the nations watch one another more carefully than in the manufacture of powder. It can easily be seen that if one nation had a powder capable of shooting 25 per cent. farther than that of the enemy, the ships of the first nation might disable those of the second without ever being under fire. At present there are no powder secrets. All the nations make their powder out of the same materials, the only difference being in the mechanical form the product takes. The British powder is made in long sticks which look like macaroni without the large central hole. The French powder looks like flat pieces of chewing-gum.

"Those countries which believe in a state of constant preparedness for war always have a great deal of powder tucked away against the time of need. The United States, not having followed this plan, found itself at the beginning of the Spanish-American War without powder. It was in a tight place. The secret of the delay on the part of President McKinley at that time was a lack of powder. The public has never before been so informed. . . . Since that time this Government has adopted a policy of accumulating something of a store, and it now has forty million pounds of powder ready for an emergency.

"France is known to have had four hundred and fifty million pounds of powder in store at the outbreak of the present war. Powder-manufacture in France is a government monopoly, and that nation's product is considered less effective than that of some of the other nations. Germany buys its powder from private manufacturers. This leaves Germany in the advantageous position of having many factories within its borders for the production of powder in time of war."



VARIOUS SIZES OF "GRAINS" OF POWDER FOR DIFFERENT GUNS.
In the picture they are about the actual size.

WAR, WOOL, AND WILD BEASTS

THE EUROPEAN WAR has embarrassed our manufacturers of woolen goods. Our only safety, says "A Texas Wool-Grower," writing from San Antonio to *The Textile World Record* (Boston, January), is to grow in our own land as much wool as we can consume—something that we are far from doing at present. In this connection, the Texan calls attention to an interesting correspondence between the wool-crop and the prevalence of certain wild animals in the district where it is grown. Not that we can ever depend on wild beasts to produce wool for us; it would hardly pay to hunt even the Rocky Mountain sheep or the arctic goat for its coat—but the carnivorous species do eat the domestic sheep, and hence when wolves and panthers flourish the wool business is apt to languish. Recent legislation in Texas, we are told, has tended to ban the wolves and save the sheep. Says our Texan informant:

"The report of our State Controller, dated April 18, . . . shows that our people destroyed 98,600 wolves and wildcats (including 53 panthers and 22 leopards) between September 1, 1912, the date on which the present law went into effect, and March of 1914 (eighteen months). Many thousands of the species are yet alive in Texas.

"It does not require a second thought to enable one to realize that the presence of such immense numbers of destructive wild animals has acted as a very expensive bar to an increase of the flocks in this State. Notwithstanding the fact that many of these animals remain in some parts of the State, they have been destroyed to such an extent in some of the best sheep-growing and Angora goat-raising districts that the flocks are being turned loose in considerable areas in what are termed sheep-proof fenced pastures (enclosed with a fence that neither a sheep nor goat can pass) to distinguish from wolf-proof fence, which affords some degree of safety from attack by these animals. . . . . .

"The cause of the long delay by the people in commencing an intelligent, systematic effort to exterminate the carnivorous wild animals in this State need not be explained. It is sufficient to call your attention to the extraordinary results coming from the application of the law, so soon after it was placed upon our State statutes. The people are insisting that the extermination of these destructive animals be completed at the earliest day practicable. . . . . .

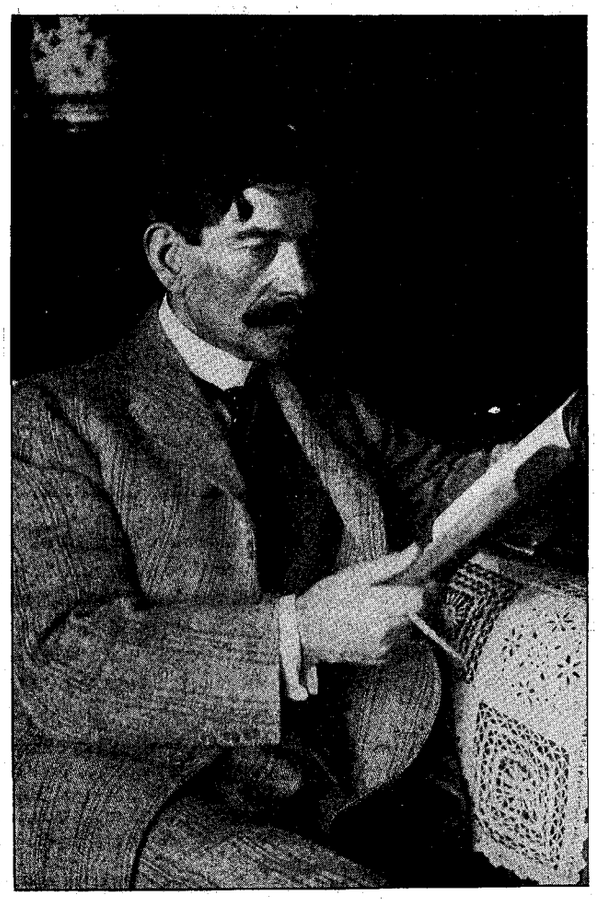
"This State has the capacity to sustain thirty to forty million sheep under the pasture system. I hope that you will call the attention of your readers to the waste which results from allowing a great State like Texas, having more than 4,000,000 people and returning nearly $3,000,000,000 worth of taxable property for assessment, to become overrun with such enormous numbers of wild animals."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

LETTERS - AND - ART

ENGLAND'S CHANCE OF SUCCESS

WHATEVER THE IMMEDIATE OUTCOME of the war, Mr. Frank Harris can not see England as ultimately victorious. Mr. Harris has lived so long in England, and written so many books there, besides editing at one time or another *The Fortnightly* and *The Saturday Review*, that to most people he passes as an Englishman. He claims Irish or Welsh blood, and "Who's Who" accounts for his education as obtained in American and German universities. He



FRANK HARRIS,

Who sees England's hope of progress to be in "sharp defeat."

is at present in this country writing for the New York *Sun*, where he declares that England is moribund and her only hope for the future lies in defeat. "Her gift to humanity is all given," he asserts. "Nothing more can be hoped from her. The pages of her history are all written. Sooner or later the great Powers, headed by Germany or the United States, will take the scepter of the seas from her nerveless hands and neutralize the waters as they must neutralize the air." Viewing the present struggle as one chiefly between England and Germany, Mr. Harris tells what ought to be done:

"What Germany ought to do at once is to conclude peace with Russia and with France and address herself to the real conflict with England. She would have done that already if her diplomacy had been at all equal to her fighting power. Clearly it is now her most pressing need. But is it possible? one will ask. England has been very clever in binding both Russia and France in a treaty not to conclude peace separately. What can Germany do to untie the allied bond?

"Bismarck would tell her to begin with Russia. The Czar admires the Kaiser; the Romanoffs are still more despotic than the Hohenzollerns; in many respects, too, the needs of Russia and the ambitions of Russia resemble those of Germany. Russia wants to get to Constantinople above all things, as Germany wants to keep Antwerp. Germany can give financial aid to Russia almost as freely as France has done, and if Russia demands territorial aggrandizement it would pay Germany to give her Galicia for the sake of an immediate peace.

"With Russia pacified, Germany could deal with France at once. She could offer to withdraw from French soil and even concede some French communes in Lorraine, or else overwhelm France and overrun the whole country. France could not hesitate. She would conclude peace, and so Germany would at length come to hand-grips with her real enemy.

"It is nearly twenty years now since I first warned England in *The Saturday Review* that she would have to put her house in order and conquer Germany or else lose her pride of place among the nations. The German Minister, Prince von Bülow, in his book, 'Imperial Germany,' speaks of my paper as 'the famous article' which first showed Germany her danger. Again and again in the Boer War and after, I pointed out that England was deteriorating and wasting her powers when she ought to be up and doing."

The situation now created will be solved, we are assured, by the stronger Power. This obvious statement is followed by Mr. Harris's opinion that that Power is Germany. England, he maintains, is in one respect wofully weak. "Thanks to the greed of her landowning oligarchy, she does not produce one-quarter enough food to supply her own wants; this is the Achilles heel of England," and Mr. Harris pierces it by anticipation:

"Face to face with England alone, Germany would quickly build a navy, or at least submarines and air-ships enough, to lame English commerce and send up the price of food in Great Britain to famine prices. But why do I assume that Germany will show more initiative and forethought than England? Simply because she is showing more now.

"Already, had there been any prevision or ordinary foresight in Great Britain, her statesmen would have established vast granaries and filled them with American corn and American canned meats. Germany has already taken measures to protect her food-supplies, and Germany's need in this respect is not a tenth so pressing as England's need. But nothing will ever teach the English oligarchy or dissipate their pleasure-sodden dream of perpetual parasitical enjoyment except defeat in war. They have always 'muddled through' somehow or other, and it is easier to go on from day to day and from hand to mouth than to think and by thinking avoid catastrophe and prepare triumph.

"The great trinity of Asquith, Churchill, and Kitchener may be trusted to muddle sleepily along till they are awakened by a sudden terrifying rise in the price of bread and by the growl of revolt from the East End, hunger supplying courage. One-third of England's population is always on the verge of starvation, as Booth proved; this is England's desperate weakness. Half a dozen bread-ships captured by the Germans or sunk by their submarines, and England would have to pay at once for the callous selfishness of her rich, the corruption of her judiciary, the inhuman shortsightedness of her politicians. There would either be a social revolution in England or she would accept defeat, hand Germany her sea scepter, and sink to the level of another Holland. Her oligarchy—her Roseberys and Sutherlands, her Manchesters, Rutlands, Norfolks, and Bedfords—might in their hearts prefer this latter alternative; but the English people are a proud and struggle-loving people; once 'up against it,' they may be trusted to get rid of their snobbishness, make short work of their parasite masters, and get down to business.

"The one hope of progress in England is sharp defeat in war. 'Prosperity,' says the French thinker, 'prosperity reveals vices;

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

adversity, virtues.' Every one who loves England should pray for a bitter lesson. More than a hundred years ago now Tom Paine declared that nothing would civilize England till the blood of her children had been shed on their own hearths. It will take a defeat in war to wrest the land of England from the lords who stole it and give it back to the people."

The comprehensive effects of this first reform stretch out, in Mr. Harris's imagination, into "the democratization of the judiciary and inauguration of free speech and free criticism, for a national system of education, for modern universities and technical schools, for the endowment of chemical and physical laboratories, for the satisfaction of spiritual even more than material needs." Defeat, in fact, we are asked to believe, would turn England into "a modern state and give her a chance of union with her colonies on a democratic basis and a new lease of life as a confederation of sister states." But—

"Will this be the outcome, will England be defeated? Or will she not get Italy to strike in with her and Roumania and Greece, and slowly hem in and finally crush her great German rival? Even in that case her day of trial can only be deferred; there is no abiding place in this world for such an oligarchy as that of England. I regard German virtue, that is, German efficiency and German valor, as the highest in the European world to-day; I do not believe that Germany can be beaten by the Allies; but if she be defeated and forced to accept conditions of peace, she will spring again to power more quickly than before and will then be unable to make any mistake as to her real foe; sooner or later Germany and England must fight their quarrel to an issue.

"It would be easy for England to put her house in order without the sharp compulsion of defeat and necessity; but I am convinced there is no hope of it. Those who think so don't know England, the numberless warnings she has had and the adder ears she turns to every suggestion of right and justice or even of enlightened self-interest.

"Prophets have been sent to her, such as Carlyle and Ruskin; but England does not even listen to their jeremiads; again and again, as in the South-African War, she has only managed to escape defeat at an overwhelming cost; but still she won't stop even to think. She alienated Germany by her unprovoked attack on the Boers, and France in order to grab Egypt, and Egypt is plainly a source of weakness to her to-day and not of strength, and South Africa she had to restore to the Boers, tho the silly war had cost her a thousand millions of pounds. At length she has a real enemy and will have to fight for her lordship of the seas and her vast unused oversea possessions.

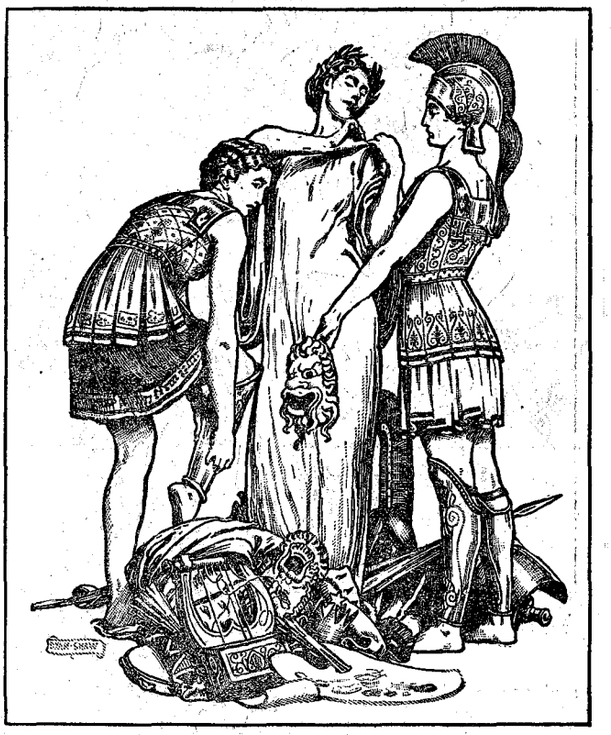
"Let us suppose, however, that the Allies ultimately win, either through the defection of Austria, which seems the most likely cause, or through a gradual process of wearing down or because of the entrance of fresh Powers into the field, such as Italy and Roumania. Let us admit the worst—that Germany may have to consent to partial dismemberment. Every one knows how the English governing classes at the beginning of the war talked of giving Alsace and Lorraine back to France, in fact, of making the left bank of the Rhine the French boundary; Galicia, it was hinted, would be a suitable reward for Russia, or a new boundary-line might be drawn through Danzig and Thorn, giving Königsberg and that slice of northeast Prussia to the Bear; then monetary compensation would have to be provided for Belgium; Helgoland would have to go back to Great Britain, with most of the German colonies in East Africa, and the Kiel Canal would be destroyed or handed over to Holland."

Looking still further into the future, the following is what Mr. Harris sees as the distant reshaping of events in the case of present German defeat:

"Slowly but surely Germany would win up again; international capital is very acute, and international capital would flow to her. In ten years or in twenty, according to the conditions imposed, she would again come to the front and challenge her rival. The next time England will not be helped by Russia, France, and Japan; and by herself she has hardly any chance of succeeding, for this reason: her ablest sons all go to India, or in England devote themselves to upholding the oligarchy because of the rewards. There is no middle-class education in England; hardly any high education of any sort; the mental product is wofully insufficient. I always come back to the same refrain: only through defeat will England be brought to her senses or turned into a modern State."

A CALMER BRITISH CRITIC

THE BITTER FLINGS at Germany that marked some of the early outgivings of British writers are vastly moderated in the statement of the case as put by Mr. John Galsworthy. True, he insists that Germany must be defeated, and the Germans may consider that cold criticism is no more to their taste than hot, but he admits that the England of a few years back was very similar to the Germany he now condemns. Germany would now like to dominate the world; so once did England. Germany would like to Teutonize everybody; England tried to Anglicize everybody, until America taught her a lesson. So now he believes and hopes Germany will also have its lesson and emerge all the better for it. In a letter to a French friend, published in the Paris *Temps*, he seems to class Russia and Germany together as despotic and militaristic Powers, and argues that a German victory would make both of them more militaristic and despotic, while a German defeat would have the opposite result. The future peace of Europe, he predicts, will not come from peace leagues and arbitration; her hope must lie in "humanism" and the "broadening of the soul that follows slowly after democracy." In his view a German victory would mean France ruined, England paralyzed, and all hope of constitutional liberty vanished from Russia. The latter country would be beaten back, we are told, but not defeated, "because Russia can not be defeated." Then with only two great Powers, both despotic and essentially militaristic, what chance would there remain in such a Europe "for liberty, personal development, and original aspiration in Holland, Switzerland, Denmark, Sweden, Norway, Portugal, Greece, or even Italy and Spain"? So Galsworthy can envisage the success of Germany only with a feeling of horror, tho he tries to say as much as an enemy can for the Germans, as when he writes that:



THE VERY MUSES DO THEMSELVES TAKE ARMS.
—Byam Shaw in *The Evening Standard* (London).

"Their patriotism, their courage, their devotion, are nowise inferior to ours; but altho they pretend to be fighting in defense of their country—and many of them, to be sure, sincerely believe this is so—their manner and all they have been saying of themselves this long time past prove that they are convinced of the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

superiority of their race and that they are fighting for supremacy. They are real megalomaniacs. I shall not say that the German, taken individually, is incapable of humor—doubtless he possesses the faculty in his own kind. But Germany of to-day has not the philosophic humor which alone enables one to see oneself from the outside. It is a terrible national lacuna. Whether it results from a natural defect in the individual or from a despotism of bureaucracy, organized as no tyranny of State ever was before, and which triumphs in too rapid development and prosperity of the nation, I do not know. We shall learn that at the end of the war.

"The New Germany—so different from that of Goethe, Kant, Schiller, and Heine—displays all the characteristics of a man who has built up a large fortune. He has an exaggerated self-

THE GOOSE-STEP, OR THE MARCH OF CIVILIZATION.
—Will Dyson in *The Daily Chronicle* (London).

confidence and trust in the methods and processes which made the ego so important and prosperous. He has energy and talent for organization, summary manners, slight esteem for all that is not success, the belief that all that has thriven with him should thrive with everybody—and, finally, the almost complete absence of psychologic intuition, of tolerance, and of the gift of sympathy, which traits are always to be noted in a being afflicted with too much self-absorption."

The culture of the New Germany, Galsworthy goes on to say, suggests to him "the perfection of a palace hotel in which a central organizing brain distributes for all guests comfort, material joy, and a blessedness prepared according to an established type." Guests and employees must adjust themselves to the system or go elsewhere. What Germany has overlooked, however, is that more precious to men than all such order and accommodation is the right to develop as they see fit; and that more precious to nations "than knowledge, discipline, and material prosperity is Liberty—Liberty, 'the being with wings of gauze.'" Of course we all uphold our own nation, the writer admits, yet it is only New Germany that believes the German form of government is best not only for the Germans, but also for the races it denominates as "inferior," and he adds:

"Perhaps also have we ourselves, you in France and we of England, been subject to this aberration. One might even think it pharisaical for an Englishman—son of a race that has set its foot in every corner of the world—to speak of this bygone evil. But in point of fact, the whole tendency of our politics and our attitude toward our colonies and dependent countries have changed radically in less than twenty years. Our Empire becomes more and more a confederation, the common principle of which may be exprest in the maxim: 'Live and let live.' The spirit of domination that provoked the War of American Independence is exorcized forever. . . . Behold in us, if you will, the inheritors of a past scarcely defensible; but our present has no appetite for conquest and domination. Doubtless there is no merit in it to us, yet it is a fact."

Democracy effected the cure, Galsworthy continues, and when a country "is possest of democracy, it is for always." Germany herself will come to it, he predicts; and since she does all things so thoroughly, perhaps she may even surpass France and England in her democracy. In the meantime, however, the New Germany is endeavoring to forward the march of civilization by "binding the individual to the State through a kind of Imperial Socialism," and we read:

"Civilization can not progress at the one time along two lines. Hence the first great world conflict between the democratic ideal and the autocratic. Political liberty, born and reborn in England, was baptized and confirmed in France. To-day it rules over half the earth, from the shores of the Pacific to the frontiers of Germany and Austria. . . . Not all the virtues reside in the democratic State, nor all defects in the autocratic. Nevertheless, the whole history of the last fifty years justifies us in the belief that democracy diminishes the disposition and power for aggression among the nations, and consequently that only the spread of democracy shall one day clear from the skies of Europe the black clouds of war and the eternal shadow of militarism. They who believe that Europe will be freed from these menaces by peace leagues or arbitration are taking as a short cut a bypath that leads nowhere. The sole hope lies in humanism and in the broadening of the soul that follows slowly after democracy."—*Translation made for* The Literary Digest.

FRANCE TIRING OF WAR CONTROVERSY

NO RANK or sphere of life in Europe has been free from the controversial fever; but the French have reached a time when it seems wise to urge musicians, at least, to abstain. The writers of harmonies should refrain from discord. The *Temps* recommends in general that they confine their writing to the "ruled paper" of their profession. The reason for this is apparently the violent spirit of such as Saint-Saëns, who repudiated German music bag and baggage. If we must indulge in "radical proscription without appeal," it declares, "at least let us exercise it against bad music and not against that which is part of the general treasure-house of humanity." Saint-Saëns, reading this, forthwith takes umbrage and notifies the *Temps* that altho his name is not mentioned, it is easy to read between the lines allusions to his articles banning Wagner but praising Meyerbeer in the *Echo de Paris*. He gives these reasons for the discrimination:

"Meyerbeer was a Prussian and *Musikdirektor* at the Court and at the Opera of Berlin. For this Court he wrote his celebrated 'Marches aux Flambeaux,' and I remember my indignation when, a short time after the war of 1870–1871, the most famous of these marches was played at an official ceremony. I even wrote a letter to M. Thiers on this occasion.

"But Meyerbeer did not long delay to quit his fatherland for France. Neither Berlin nor Vienna, but Paris, did he choose for the production of his works, from 'Robert le Diable' to 'L'Africaine,' preferring our little Opéra-Comique to the most beautiful theaters of Europe, and our tongue to the German and Italian. Would it not be an act of ingratitude to forget him?

"Is it necessary to point out the difference from our point of view between an artist who so conducted himself toward us and one who built up a kind of Mekka, destined to found a German art and impose it on the universe, and who ended one of his finest works with a hymn to 'holy German Art'? . . . Political considerations aside, geniuses like Rossini and Meyerbeer who loved France so deeply should not receive the same treatment as those that hated and insulted her."

In reply to this, the writer in the *Temps* says that altho Meyerbeer lived in France for twelve years, he returned to Berlin in

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

1842 and remained there until his death in 1864. Again, if he presented his principal operas in Paris, it was for the simple reason that he found success there, after having offered several in Italy which are now forgotten. Wagner would have asked nothing better, adds the writer, nor "is it his fault that 'Tannhäuser' was hissed at the Opéra." We read then:

"Meyerbeer thanked us for our warm welcome by fulfilling with zeal and assiduity his official functions at the Court of Prussia, whose temper and aim were so anti-French that they could not have escaped the observation of a man so well informed and so well endowed with a sense of practical realities. On the other hand, Wagner was notoriously a dreamer and a man of impulse. His participation in the revolutionary movement of 1848-49 had caused his exile from the Fatherland. Henri Lichtenberger relates that Wagner compromised his popularity by criticizing Imperial Germany—very different in his eyes from the Germany of Bach, Beethoven, and Goethe—and by censure of the Treaty of Frankfort. According to his notion, the war of 1870 should have been ended with a treaty that would have served as a prelude to perpetual peace. He was quite within his rights in praising German art at the close of 'Die Meistersinger.' What injury does he do us in this? Do we not love French art? He must not be considered, contends Henri Lichtenberger, as a mad Chauvinist or a Gallophobe."

There remains, it is true, says the writer in the *Temps*, Wagner's "A Surrender." This is a vile example, but it is asked whether "the man was in sound mind" when he wrote it? Then comes the following quotation: "His [Wagner's] admirers realize that his tactlessness is as great as his talent, and attach no importance to such matters. . . . For all that, he protests that he never intended to insult France. What did he intend? Something that nobody, not he himself, will ever know. To picture him as a desperate enemy of our country is simply absurd. He hates only the people who do not like his music." The writer in the *Temps* then gives the source of this quotation in these words:

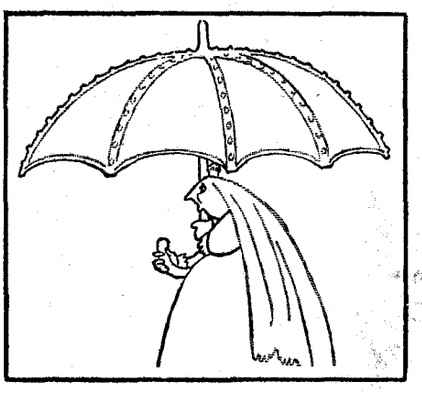
"The foregoing lines are taken from certain eulogistic articles which M. Saint-Saëns wrote about the production of the Tetralogy at Baireuth, in 1876, and which may be read in his book entitled 'Harmony and Melody.' Here also the eminent musician asked of what importance were Wagner's opinions about France compared to the merits of his works? He protested against setting up a principle that confounds a question of nationality with a question of art. 'Let us put aside,' he added, 'the author of "A Surrender" in order to concern ourselves solely with "The Ring of the Nibelung," the book of which was completed and published as early as 1863, and has, therefore, no relation to the difficulties that have risen between France and Germany.' On this ground one may argue even more strongly that Wagner has nothing to do with the war of 1914, since he died in February, 1883. Finally, M. Saint-Saëns exclaimed in his Baireuth articles of 1876: 'To tell the truth, patriotism has broad shoulders, and it is perhaps preferable not to apply a multitude of sauces to one of the highest sentiments of the human soul.'"

This statement moves the writer in the *Temps* to wonder what Wagner may have done since 1876 to change the view-point of M. Saint-Saëns. Then he reminds his readers that nobody is voting to exclude Mozart, who hated and abused France acrimoniously. The fact is, he concludes,

"We are chiefly interested in artists of genius when they stick to the ruled paper of their medium. There alone are they themselves. Their theories or skirmishes in politics leave us cold. And whoever loves arts or letters, according to the excellent dogma of Saint-Saëns of 1876, will have in mind, once normal life returns, only the merit of a man's works."

THE EDUCATION OF THE FUTURE

GREAT CHANGES in education are inevitable after the war, thinks the Springfield *Republican*, and "care should be taken to keep them from being hasty and irrational." The anomalies of the future are already foreseen in some respects. "We can not well teach antimilitarism and ignore war, as was being advocated last July, and at the same time turn our schools into training-places for soldiers, as has been often advocated since last August." *The Republican* feels it "better to stand still on Cæsar and deponent verbs than to try to go two ways at once; the first educational lesson of the war is caution in trying to teach the young matters upon which their elders are in grave uncertainty." We read further:



HOW TO PROTECT THE VICTORIA MEMORIAL AGAINST GERMAN AIR-BOMBS.

© Simplicissimus.

"THE TIMES" IS COLORING THE NEWS, NOTWITHSTANDING THE SCARCITY OF DYES.

GERMANY DEALING WITH BRITISH PROBLEMS.

"Through the peaceful, enlightened, and complacent nineteenth century, which may be said to begin with the close of the Napoleonic wars, two great tendencies vitally affecting education may be noted—growing utilitarianism and a utopian outlook. Thinking ran rather ahead of doing; there was too little sense of the irrational elements in life of which war, short of cataclysm, is the greatest. If a calm should miraculously endure for a century, it would be natural to argue that the nature of the sea had changed; something like that happened in modern feeling about human nature. This came to seem very different from human nature in the bad past, and it was imperfectly understood that the difference lay mainly in the times.

"This obliviousness to the human problem has been in no small degree responsible for the growing impatience with all but 'real' knowledge which has for a generation been dominating educational reforms. Education has undoubtedly stood in need of reform, but a false antithesis was set up between the 'standpatters' who refused to budge and the particular kind of reform which a particular drift of society pushed first and most energetically into notice. Its controlling idea is that 'knowledge is power'; it has not adequately considered that knowledge may be a power for evil as well as for good. 'Real' knowledge enables Europe to be a hundred times as efficient in destroying lives and property as two centuries ago, but this can hardly be considered an unmixed blessing.

"In short, while the power of civilized man has increased almost unbelievably, his wisdom and virtue have hardly increased at all, and may even conceivably suffer impairment from the confusion and hurry of the world he lives in. Have we not been prone to confuse the transcendent power of the material forces at man's disposal with the powers of man himself, which, never more than now, needed cultivation and discipline? Increase of power is no gain unless rightly used, and even from the strictly utilitarian point of view it will not answer to concentrate attention on things and neglect spiritual values. It is conceivable that a seemingly unpractical education, if it made men sober, considerate, steady in thought, and deliberate in action, might prove to be practical in the very highest sense. The twentieth century can not possibly be deficient in that kind of 'real' knowledge which has so marvelously transformed the world in a century; the great problem to which education must be shaped is the problem of combining this with an adequate ethical culture and discipline of character."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

RELIGION-AND-SOCIAL-SERVICE

GERMAN SOLDIERS IN A RUSSIAN ORTHODOX CHURCH IN SUWALKI.

THE VATICAN'S PART IN THE WAR

THE VATICAN as a storm-center of diplomacy during the war continues to occupy the acute attention of Continental observers. Suggestions that pro-German and pro-Austrian influences dominate there become more marked in the French press, certain sections of which argue the more repeatedly that France should no longer delay in sending her special envoy, as England has done. It is not a question of "clericalism or anticlericalism," the French Bishop of Orleans tells a representative of the Paris *Gaulois;* "the necessary accord" between Rome and France is distinctly a duty of patriotism. In Belgium, moreover, we hear the complaint that while the Vatican's proclamation of neutrality may have irritated the Kaiser, who considers that country a German possession, the Papacy's lack of protest against the destruction of Louvain, "the citadel of Western Catholicism," is cold comfort for the thousands of loyal Belgian Catholics. From Rome, then, comes the report of a French journalist to the Paris *Temps* that the bark of St. Peter is sailing in perilous seas, altho he notes also that Benedict XV. is "a skilful navigator"—an admission, by the way, that is frequently met with. Bishop Touchet, of Orleans, speaking as a Frenchman, on his return from a recent visit to the Eternal City, explained the state of affairs to the *Gaulois* as follows:

"You know, there are two worlds in Rome: the black, which consists of men of the Church, and the white, which consists of men of the State. I use the current terms. Nor must you imagine—and this is of capital importance—that we are living in the days of Mazzini, of Victor Emmanuel, and of Pius IX., when the division between the two worlds was so wide as to make passage from one to the other a matter of extreme difficulty. . . . Time, interests, and sentiment have done their work. Principles have remained unchanged, as they were bound to remain. Changes have been wrought, not by the sacrifice of principles, but as the result of the inevitable necessity of life from day to day."

Remarking then that statesmen who might count on any political gain by having or withholding a Papal embassy would be guilty of an error of judgment about Italy's understanding of her own affairs, the Bishop maintains that a diplomat at Rome "who penetrates only the white world, however high his authority," can do only half the work. This is true at all times, "but at present it is doubly true," and we read:

"Those who see and know with what diligence the Ambassador of Austria, the Minister of Bavaria, and the Minister of Prussia practise their subtle methods in the shadow of the Holy See, with what attentions they shower all degrees of the Curia, . . . what a propaganda they conduct by journals, books, pictures, and tracts to raise in esteem 'Germany the Great' and to lower the Triple Entente in favor . . . must and should regret that we Frenchmen have no representative of equal standing to act as a counterbalance."

Belgium resents the seeming indifference of the Vatican, it appears, and thinks more sympathy is felt for the victor than for the vanquished. It is interesting to note the observations of the Belgian correspondent of the Paris *Petit Parisien*, as cited by the *Journal des Débats*, of that city, on the Pope's neutrality proclamation to the belligerent nations. This writer declares with feeling that the attitude of the Papacy, tho it may irritate the Kaiser to have Belgium recognized, shows too delicate a consideration for Germany and not enough toward "martyred Belgium." He calls attention to the fact that "in Germany there are still cities in which a Catholic priest would not dare to appear in public in his soutane and provinces where a Catholic priest is not allowed to say a low mass without permission of the civil authorities." Belgium, where it is to be inferred no such conditions are known, is rich in Catholics long and loyal in the faith, and we are told that—

"In recognition of their devotion through the centuries and of their constant and unshakable fidelity, Belgian Catholics receive to-day the eloquent but Platonic lamentations of Benedict

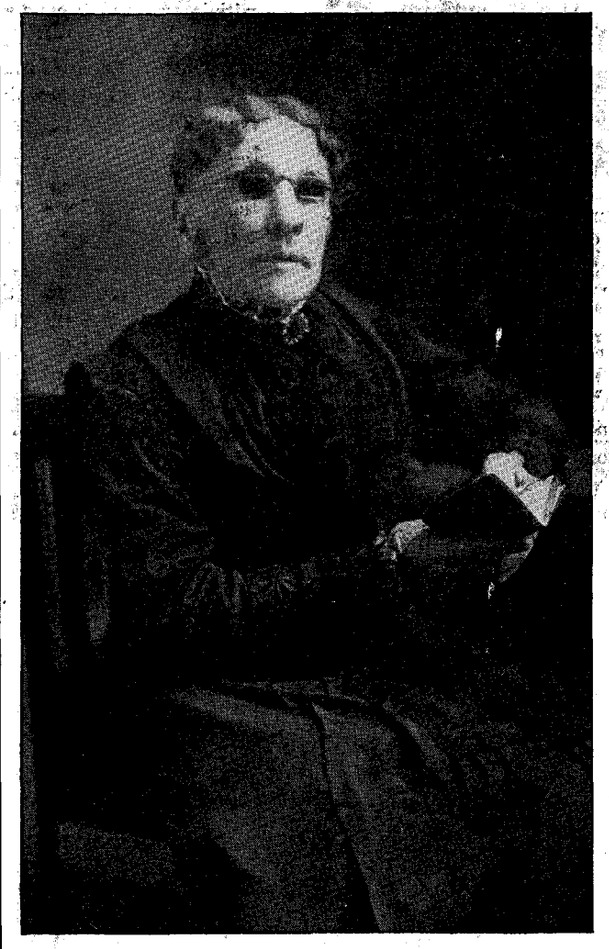
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

XV. and the authorization not to beg amid the ruins of their country the annual tribute of Peter's Pence. . . . If the Papacy is no longer the Soldier of Right, if the most flagrant assaults on the independence and liberty of peaceful peoples arouse no protestation, if the Papacy dares not or can not, either from diplomatic or prudent motives, raise its voice in favor of a nation martyred for having clung to its international obligations, then with what mien shall it assume henceforward the rôle of the definer of morals and of spiritual arbiter? . . . The sacking of the University of Louvain stirred the whole world. Savants of all nations and all religions—those of Germany and Austria alone excepted—condemned this act of vandalism. . . . The University of Louvain was the citadel of the Catholic faith in Western Europe. . . . Chiefly to Louvain is Rome in debt for our loyalty to the faith during the convulsion of the Reformation and the crisis of Josephism. Louvain is no more. The Germans have destroyed it. The library is in ashes, the students dispersed, and their teachers exiled in heretical England and in 'anticlerical' France, where through the offices of the authorities and the goodness of their colleagues they find bread, employment, and pupils. . . . Only Rome has not lifted a hand or spoken a word to console them, to help them, to avenge them."

The writer says finally that if thousands of Belgians suffer in their hearts at this silence and apparent neglect, he, for his part, can scarcely believe in "the indifference of the Papacy in the war waged by Prussian neo-paganism against Christian public rights." A less impassioned observer, who is at Rome, analyzes the situation of the Papacy for the Paris *Temps* as follows:

"As to the imputation from various sources that the Vatican is too pro-German, and especially too pro-Austrian, the question is continually asked whether such a grievance is entirely without foundation. Austria has become the favorite daughter of the Church; and again Germany has very cleverly walked in step with the Papacy during recent years, with the result that the Austro-German group has come much closer to the Vatican, to the great dissatisfaction of French and Belgian Catholics. At the same time the Sovereign Pontiff and Cardinal Gasparri endeavor to maintain the quaking equilibrium by showing high consideration to the English Ambassador Extraordinary, Sir Henry Howard, and by making it known in a thousand ways that they would hail with joy a renewal of relations between the Holy See and France. Yet it is none the less evident that the journals of the Catholic syndicate, to which Benedict XV. so often vouchsafes his blessing—doubtless to obliterate the harsh strictures of Pius X.—give themselves up readily to anti-French and pro-German expression, while the Vatican pays no heed."

Thus, observes this writer in conclusion, "it is plain that the bark of St. Peter is sailing under difficulties in the tempestuous waves of the European conflict; and that, skilful navigator tho Benedict XV. may be, he shall not find it easy to avoid reefs and perilous currents."—*Translation made for* THE LITERARY DIGEST.



"SAFE IN THE ARMS OF JESUS."

If Fanny Crosby had lived six weeks longer she would have been ninety-five years old. During her years of total blindness she composed the thousands of hymns which have thrilled great audiences.

FANNY CROSBY

SINCE ISAAC WATTS and Charles Wesley, no one person, it is being asserted in the daily press, has written so many hymns as the blind woman who died in Bridgeport a few days ago in her ninety-fifth year. Fanny Crosby, the New York *Times* points out, "was the author of more than 8,000 hymns, which have been sung in the Protestant churches through the world, her contributions being so numerous that, a quarter of a century ago, hymn-book makers gave her 200 different pen-names in order to make it appear that the hymns were the work of other authors." She was easily first, says the New York *Evening Sun*, "in the authorship of the so-called 'Gospel hymns,' whose direct appeal to men's primitive beliefs and emotions has been found effective by revivalists." She might be called an integral part of the Moody and Sankey revival, *The Evening Sun* thinks, and the New York *Evening Post*, after similarly noting that Fanny Crosby wrote her best-known songs for Mr. Sankey observes: "It has come to be the fashion nowadays to sneer at Gospel hymns, to decry their lack of poetry and their jingling melodies, but if they are judged, not by the strict canons of English versification and the laws of harmony, but by the religious appeal they make to the masses, then they rank high in hymnology." Or, as the Philadelphia *Record* puts it:

"Miss Crosby exprest universal religious emotion in fluent and rhythmic verse that found an echo in millions of hearts, and while no person can rise to poetic heights as often as she wrote a hymn, she had taste and a sense of melody, as well as piety, and many of her spiritual songs are permanent and valuable additions to religious literature."

Some of the best-known of Miss Crosby's hymns are: "Saved by Grace," "Blessed Assurance, Jesus is Mine," "Rescue the Perishing," "I am Thine, O Lord," "Jesus, Keep Me Near the Cross," "I Shall See Him Face to Face." "Safe in the Arms of Jesus" is generally spoken of in the press as the favorite Fanny Crosby hymn, and the poetess herself has said of it: "It was my most successful hymn, and I believe it was dictated by the spirit of the Lord, and that it was born for a mission." And the New York *Evening Post* has heard "that no modern hymn has circumnavigated the globe more thoroughly or been translated into more modern tongues than this one."

For two generations, newspaper writers note, her hymns have been an integral part of evangelistic religion. To mission-workers they ranked next to the Bible. Here is what the Chicago *News* reports "Lucky" Baldwin, the head of a Chicago mission, as saying on hearing of Fanny Crosby's death:

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"'It's the sorriest news I've heard in many a day. And well do I know two men who will be sad at the tale of it. There was Roberts, who walked the streets, friendless and forlorn, some years ago, and who now is a well-to-do brok r in another city. Into my mission he drifted one night and we were singing—do you recall it?—"Safe in the A ms of Jesus." And by the grace of God and Fanny Crosby's hymn, Roberts was led to Christ.'

"The hymn—probably the best-known of Miss Crosby's works—begins:

Safe in the arms of Jesus,
Safe on his gentle breast,
There by his love o'ershaded,
Sweetly my soul shall rest.
Hark! 'tis the voice of angels,
Borne in a song to me,
Over the fields of glory,
Over the jasper sea.

"'And on another wild night came to us—but I shall not tell you this man's name. He is now superintendent in a large manufacturing-plant, and perhaps he would not care to have it known what his past life was.

"'But the song that led this man to the Savior was "Rescue the Perishing"—and again it was one of Fanny Crosby's. You remember it?

Rescue the perishing, care for the dying,
Snatch them in pity from sin and the grave;
Weep o'er the erring one, lift up the fallen,
Tell them of Jesus, the mighty to save.
Rescue the perishing, care for the dying;
Jesus is merciful, Jesus will save.

But Fanny Crosby's verse was not confined to hymns. Fifty years ago, according to the Boston *Transcript*, "she was best known for her popular melodies, which were whistled all over the country." Some of the titles now recalled by various newspaper writers are: "There's Music in the Air," "Hazel Dell," "The Honeysuckle Glen," "Rosalie, the Prairie Flower," "Never Forget the Dear Ones."

Fanny Crosby, notes the Boston *Transcript*, "was born in Putnam County, New York State, March 24, 1820, christened Frances Jane Crosby, and married to Alexander Van Alstyne, a blind music-teacher, who died in July, 1902. He was a musician, and set to music some of his wife's best poems, but he always insisted that she retain, in her published works, the name thousands of people had learned already to love, so as Fanny Crosby she has always been known."

Her own philosophy of life and her own account of her blindness are found in a comparatively recent interview thus reprinted in *The Transcript:*

"As for my age, it do sn't seem to me that I am in the nineties, and I attribute my good health and long life to the fact that I never let anything trouble me, and to my implicit faith, my implicit trust, in my Heavenly Father's goodness. If I didn't get the thing I wanted to-day, well, I'd get it to-morrow. If not then, I realized that it wasn't good for me to have it. . . . . .

"In the case of my own loss of sight, I can see how the Lord permitted it. He didn't order it; he permitted it. You know, it happened when I was about six weeks old. I caught a cold in my eyes, and in the absence of our family physician my mother took me to another near my home who, as it afterward turned out, had no right to be practising. He ordered poulticing, his instructions were followed, and my sight was totally destroyed. Now the Lord didn't order that. The man broke a law of nature. Instead of regarding it as an affliction, I have always thought of it as one of the greatest blessings ever conferred on me, for it carried out God's plan."

Many stories appear in the press illustrating Miss Crosby's rapid composition of hymns, often on a few hours' or even a few minutes' notice. Says the New York *Evening Post:*

"Miss Crosby's method of work was unique, even for a blind person. While composing, she always held closely over her eyes a small opened copy of some book, 'Golden Hymns' being her choice if that was available. When the piece was finished to her satisfaction, she dictated it to some one who wrote it out as 'copy.' Generally the music was composed after the stanzas were written, tho sometimes she was required to make verses for tunes new or well known. Another of her specialties was the composition of all the hymns and recitations required for annuals used by Sunday-schools at Christmas, Easter, Children's day, and like occasions, and sometimes she performed this service for the celebration of any special date in a single church."

CHURCH STATISTICS FOR 1914

THE YEAR 1914 is one presenting an encouraging record for the churches. New communicants or members added make good all places made vacant by death, expulsion, or withdrawal, and leave a surplus of nearly three-quarters of a million. Such is the general result of Dr. H. K. Carroll's annual compilation of figures forming the statistics of the churches. He finds the total membership to have been 763,078 greater than it was in 1913. This is an average increase of 2 per cent., for all bodies great and small, Christian and non-Christian. The details of the gains and losses of each denomination are given in the elaborate tables issued by the Federal Council of the Churches of Christ in America. The grand total of members is put at 38,708,149. All the larger denominations share in the increase. Methodists head the list of Protestant churches with gains of 231,460; following them are Baptists, 122,125; Lutherans, 56,248; Presbyterians, 56,019; Eastern Orthodox Churches, 36,500; German Evangelical Synod, representing the State Church of Prussia, 29,315; Protestant Episcopal, 28,641. The Roman Catholic gains are given as 136,850. Further statements of *The Press Service* of the Federal Council are:

"The Protestant Episcopal Church has crossed the million line, having gained 86,468 since 1910, and over 300,000 since 1900.

"The Roman Catholic Church has gained nearly a million and a quarter since 1910 and more than five and a half millions since 1900.

"The Methodist Episcopal Church, the second largest denomination, gained 187,487 in 1914, and nearly 700,000 since 1900.

"The thirty Churches constituting the Federal Council of the Churches of Christ in America report, as will be seen, nearly 17,500,000 members, somewhat less than half of the aggregate for all denominations, with 103,000 ministers and nearly 139,000 churches. These bodies have a net increase of over 500,000 members, or more than two-thirds of the entire increase of all bodies.

"There are nine denominations which have a million and upward: the Roman Catholic, 13,794,637; the Methodist Episcopal, 3,603,265; the Southern Baptist, 2,592,217; the National Baptist (Colored), 2,018,868; the Methodist Episcopal, South, 2,005,707; the Presbyterian, Northern, 1,442,498; the Disciples of Christ, 1,363,163; the Northern Baptist Convention, 1,238,323; and the Protestant Episcopal, 1,015,238. These seven denominations aggregate over 29,000,000 members, or more than three-fourths of the entire aggregate of the 170 religious bodies.

"The effects on church membership of the European War in narrowing the stream of immigration were probably quite small, as only the last five months of the year were involved. The emigration of men to take part in the great conflict would not be a very large factor, for the same reason. The German bodies—Lutheran, Reformed, and the representatives of the Prussian State Church—all show unusual gains for 1914. On the other hand, Roman Catholic gains are quite small. . . . . .

"The total increase of ministers was 3,212, which is unusually large, while the total increase of churches was 1,441, which is unusually small."

When these figures are considered together with the related fact that church expenditures last year were $410,000,000, "the largest amount in the history of American Christianity and larger than the sums given by Christians of any other country," it is evidence to the Brooklyn *Eagle* of "a healthful and vigorous church life." And it is noted "that this growth takes place alongside of a general decline in the old-fashioned 'revivals.'" For Billy Sunday is given credit for only a small part of the 760,000 net increase.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

BELGIUM FLOUR FUND CROSSES THE $100,000 MARK

READERS OF THE LITERARY DIGEST will rejoice to learn that the BELGIUM FLOUR FUND has passed the $100,000 figure; that the steamship *Uganda*, containing the second DIGEST flour shipment (7,500 barrels), has arrived at Rotterdam; that delivery of the entire 20,000 barrels paid for by the $100,000 has thus been accomplished for the relief of destitute Belgians; and that the Fund, still growing steadily, will be continued, to succor increasing need. Such continuance is a demand upon philanthropy that must be met. It has been urged by our patrons. "Do not pause in your charity," was the appeal of President Francqui, of the Belgian National Relief and Food Committee, in the closing words of his cablegram to THE DIGEST, published on our first page last week. Other appeals have reached the general public since that, reporting conditions even more pitiful than those earlier described.

So unquestioned is the destitution, so appalling and cumulative is the need, that THE LITERARY DIGEST will gladly accept and acknowledge all further remittances until further notice. We will do whatever is possible to guarantee later shipments, at the minimum of cost; and we are happy to say that the Commission for Relief in Belgium, through which the flour has been and will be bought, by wise forethought was and will be able to command purchase on the most favorable terms. Notwithstanding rise in prices which carried flour up to $7.00 and over after this Fund began, the 20,000 barrels originally proposed were thus obtained at but a moderate excess over the $100,000 contributed. This excess was met by an additional donation from THE DIGEST publishers. Thus every one who gave $5.00 may feel that his or her full barrel went forward to its destination. Future purchases, through the Commission, will be secured at the lowest figures which can be commanded.

We congratulate our friends upon their munificent and magnificent achievement. The raising of this Belgium Flour Fund was an easy task for us to attempt; it has not been a hard one to accomplish. DIGEST readers have cooperated in a manner most inspiring. To them are due the thanks of a suffering and grateful people.

And now let us think of the hungry Belgian bread-lines, lengthening every day—men and women who, as one dispatch said, "stand waiting in long queues for doles of bread. They wait there in silence like dumb animals. They do not talk to one another, and there is never a smile on their lips." That dispatch, to the London *Daily Telegraph*, reported the arrival at Rotterdam of the steamship *Lynorta*, which carried the first DIGEST shipment (12,500 barrels), its unloading, and the delivery of its cargo; and in the dispatch was assurance that every pound of the flour had been received by Belgians. In view of the hunger represented by those lines, and of the help which that shipment afforded for its relief, let us all move forward to the assistance so painfully needed yet, in an effort to assure at least another TEN THOUSAND BARRELS.

It will be remembered that THE DIGEST publishers began the Belgium Flour Fund with a contribution of $2,500. To aid in the further effort urged, in addition to $750.00 more donated by them to match the excess in cost of 20,000 barrels over the $100,000, they will start the new movement with a contribution of $1,250. And they assure all donors that further transportation of flour, as heretofore, will be free of expense to the Fund.

TO MEET A CONTINUOUS NEED

IT IS GRATIFYING to know that THE LITERARY DIGEST readers are so largely of that liberal spirit which delights in the repetition of good deeds. Letters uncounted have come to us in proof of this. They fairly compel further DIGEST service on behalf of those in sore need across the sea. Many who remit for the third, fourth, and even the fifth time use practically the same words of commendation and urgency—"You are doing a grand work, and I hope you will keep it up. I hope to send another subscription later." They represent many parts of the globe, many forms of organization, many degrees of ability to give.

Only the other day there came advice from the Fairbanks District of interior Alaska, in a check for $1,400.00, illustrating how those people in that far-away land, in the arctic night of their year, with none too real comforts of their own, have generously thought of stricken Belgians in the darkness of their forlorn condition. It was a munificent contribution, which made bright the day of its receipt for all at DIGEST headquarters. Two days previous came a draft for $1,094.35, from Bay City, Mich., contributed by nineteen citizens, the four largest items being two of $100.00 each, one of $300.00, and one of $500.00. Bay City has liberal souls.

Contributions to THE DIGEST BELGIUM FLOUR FUND—Received from February 4 to February 17, 1915, inclusive

$1,400.00—The People of the Fairbanks District, Interior Alaska.

$1,094.35—Citizens of Bay City, Mich.: $500.00, Bousfield & Co.; $300.00, B. Godkin; $100.00, N. B. Bradley & Sons; $100.00, Peter Tierney; $50.00, Francis Van de Plas; $10.00, Anthony Wilkins; $5.85, H. Hiss & Clerks; $5.00, A Friend; $4.00, H. E. Ten Eyke; $3.00, Mary Poze & Son; $3.00, A Friend; $2.50, A. Kern; $2.00, A Friend, A Friend, A Friend, E. Martindale; $1.00, A Friend, A Friend, A Friend.

$600.00—Charles H. Swift (additional).

$291.10—Citizens of Fullerton, Neb.

$200.00—Franco-American Comité, Waterville, Me.

$100.00—J. Walter Thompson Co.

$84.50—John Grenville Thynne.

$65.00—Citizens of Burgaw, N. C.

$50.00 Each—"L.," Ithaca, N. Y.; Mr. & Mrs. Oliver H. Hicks; E. C. Palmer; Rev. A. J. McFarland; W. C. Moore.

FROM CHURCHES—$78.00, Spring Brook Parish Lutheran Church, Meridian, Wis.; $25.00, Presbyterian Church, Cuba, N. Y. (additional); $20.00, Knox Presby. Church Members, Norolk, Va.; $14.85, St. Augustine's Rectory, Wausaukee, Wis.; $10.00 Each, Seneca (N. Y.) Presby. Church; Frammen Lutheran Church; $5.00 Each, Mt. Hermon (Mass.) Church; Union Church, Pine Castle, Fla.; St. John's Methodist Episcopal Church, New Rochelle, N. Y. (additional); Holy Cross Church Members, Troy, N. Y.; $4.60, The Rectory, Shepherdstown, W. Va.; $3.16, First Calvinist Baptist Church, Beverly, Mass. (additional); $3.00, Pleasant Grove Methodist Church, Hatton, Mo.

FROM SUNDAY SCHOOLS—$128, Mt. Zion Lutheran S. S., Lucas, O.; $57.00, Methodist S. S., Minden, La.; $55.00, St. John's Methodist Episcopal S. S., Brooklyn, N. Y.; $25.00, First Con. S. S. Children, Berkeley, Cal.; $15.00 Each, M. E. Church S. S., South, Lamar, Ark.; Mr. E. S. Mowbray S. S., Ensenada, P. R.; $14.12, Bunker Hill S. S., Waterbury, Conn.; $10.00 Each, First Bapt. Church S. S., Pocatello, Ida.; Neshannock Sabbath School, New Wilmington, Pa.; $7.50, Presby. S. S., Lamar, Ark.; $6.50, Methodist S. S., Stigler, Okla.; $6.00, Green Ridge Presby. S. S. Class, Scranton, Pa.; $5.30, Union S. S., Unity, Ore.; $5.10, Baptist S. S., Madison, O.; $5.00 Each, Gleaners' Class Lake Fork S. S., Atwood, Ill.; Cong. Church Men's Class, Island Falls, Me.; Presby. Church B. E. B. Class, Wilsonville, Neb.; Primary Class Presby. Church, Brooklyn, N. Y.; First Christian Church Bible School, Carnegie, Mass.; M. E. Sunday School Class No. 8, Walden, N. Y.; $4.00, The Friendly Class, First Presby. S. S., Madison, Neb.; $1.10, Eastonville (Colo.) S. S. Primary Class.

FROM PUBLIC SCHOOLS—$34.50, School 131, Lyons Township, S. D.; Dr. Fountain Bible Class, Agricultural & Mechanical College, College Sta., Tex.; $12.35, Hermitage School & Others, Forest Depot, Va.; $12.00, Tyler City (Pa.) Schools; $9.00, Bishop College Faculty & Students, Marshall, Tex.; $8.20, Frederick (Colo.) High School; $7.89, Danville H. S. Lambda Sigma, Danville, Vt.; $6.50, Hampton (L. I.) H. S. 4th, 5th & 6th Grades & Friends; $6.00, Ramble St. School Children, Hot Springs, Ark.; $5.75 Each, Southern College Students, Sutherland, Fla.; Swarthmore (Pa.) First Day School, Knights Class; $5.15, Public School 1st, 2nd, 3rd & 4th Grades, Wausaukee, Wis.; $5.00, Bowman Technical School, Lancaster, Pa.; $4.00, 5th Grade Malvern (Ark.) Public School; $3.00, Johnson School, Middletown, Conn.; $2.50, Elkhorn School, Corning, Cal.; $1.30, Baltic School, Lyons Township, S. D.; $1.00 Each, District No. 8 School Children, Conesus, N. Y.; Short Hills (N. J.) School; 50 cents, Co. A's Bible Class, Agricultural & Mechanical College, College Sta., Tex.

FROM THE PYTHIAN SISTERS—$16.65, Palatka, Fla.; $5.00 each, Andover, Mass.; Rossland, B. C.; New Castle, N. H.; Oxford, Mich.; Broken Bow, Neb.; Cleves, O.; Kalkaska, Mich.; Litchfield, Mich.

FROM OTHER ORGANIZATIONS—$182.00, Monday Bridge Club, St. Petersburg, Fla.; $50.00, "C. C. F. S.," Northampton, Mass.; $30.55, Mt. Ayr (Ia.) Commercial Club; $26.75, Citizens o Marshallville, Ga.; $25.00 Each, A. E. Howse Co., Ltd., Nicola, B. C.; Woodlawn Farm, Laurel Hill, La.; Citizens of Bellevue, Tex.; $22.16, Citizens of Wolsey S. D.; $20.00 Galveston (Tex.) Retail Druggist Assn. (additional); $19.70, Neosho County, Kan., Belgian Relief Fund; $18.00, Ferris Institute Students, Big Rapids, Mich.; $15.00, White's Iowa Manual Labor Inst., Mt. Hamill, Ia.; $10.00 each, Monticello (Ark.) Chapter No. 115; Oak Leaf Rebekah Lodge, Wheatland, N. D.; A. W. Long Co., Lawrence, Mass.; Y. W. C. A., Centerville, Mich.; "Group of Friends," Lansdowne, Pa.; $6.65, "The Goodtime Club," Flasher, N. D.; $6.00, Junior C. E. Society, Trinity Lutheran Church, Harrisburg, Pa.; $5.80, Christian Endeavor Society, Berryburg, W. Va.; $5.00 Each, Morristown School Chapel Committee, Summit, N. J.; Christian Endeavor Society, Iberia, Mo.; M. C. L. & H. C. L., Caldwell, N. J.; Bapt. Ladies' Aid Society, Flasher, N. D.; Rural Round Table Ladies, Gypeurn, O.; Guilds of the House of Prayer, Newark, N. J.; St. Agnes Guild, St. Peter's Epis. Church, Neligh, Neb.; Citizens of Franklin & County, W. Va.; The Helping Hand Club, Weblake, Wis.; Pickard & Stevens, Jamestown, N. Y.; Young Ladies of Waterville, N. Y.; Ackerman-Stewart Drug Co., Palatka, Fla.; $8.77, Miss Haskell's School, Boston, Mass.; $3.17, "Cash," Lake Charles, La.; $2.50 Each, Epworth League, Leola, Ark.; Camp Fire Girls & Primary Children, Harriman, Tenn.; $2.25, K. K. Ranch, Eastonville, Colo.; $2.00, "A Friend," Ogdensburg, N. Y.; $1.25, The M. S. Club, Danville, Vt.; 85 cents, "School Boys," Arlington, Tex.

IN LETTERS SENT to A. T. Whelen, P. O. Box 451, Madison Square, New York—$20.00 (second collection).

FROM INDIVIDUAL DONORS—$25.00 Each, Mrs. C. F. Wassenberg; H. M. Smith; Jas. W. Stewart; Martha F. Fort; F. Van Sant; Miss Z. Weems (additional); Mrs. J. R. Thomas, Jr.; W. F. Dillon; F. L. Sleeper; Mrs. W. P. Kendall; W. G. M. Byers; R. Zwicky; "Anonymous," Cairnbrook, Pa.

$20.00 Each—Mrs. A. C. Goodyear; "Anonymous," Pampa, Tex.; C. W. Sleeper; "C.," Charlotteville, Va.; "M. E. R.," Cripple Creek, Colo.; M. E. Launbrauch; T. C. S. Beeny; R. Rutledge; Ida E. Elting; E. D. Cannon.

$15.00 Each—Emma Knapp; F. W. Boyé, Jr.; Katherine Bebb; Mrs. W. H. Kindy; H. Freind; Kate Walton; Dr. & Mrs. S. W. Goddard; J. Ritcher; G. W. Sotter; O. L. Mather.

$10.00 Each—M. C. Ransom; J. M. & H. D. Silliman; May Jackson; M. G. B. McCulloch; Elizabeth & Geo. Wheeler; May Dawson; C. L. Reid; Mrs. M. P. Burks; I. A. Caswell; J. M. Brundage; F. J. Pitner; L. W. Goff; D. P. Babcock; W. A. Woodbury; Mrs. M. A. Melvin (additional); O. P. Seward; J. F. Brown; Mrs. Mary Welch; L. E. Gilbert; D. J. Demorest; J. W. Dadley; Mrs. H. F. Webster; Mrs. W. E. Johnson; C. Hansen; "L. W. & M. W.," Sherman, Tex.; Mabel Maxson; T. R. Ewing; G. Simkins; J. K. Strathers; T. H. Daniel; Mazyck P. Revenel; E. B. Ross; C. C. Terry & Family; C. E. Zimmerman; "Subscriber," Boise, Idaho; J. F. Flagg (additional); Jean Ricketts; Mrs. T. D. Tice; S. W. Funk; "Do Ye," Danville, Ky.; T. A. Witherspoon; F. W. Judd; Clara Rosswog; F. L. Jewett; G. R. Graham; W. M. Ege; Margaret Stevenson; H. S. Morris; J. B. Wapers; Constance M. Overton; L. H. Recker; "Three Wellesley Girls," Auburndale, Mass.; J. W. Knott; W. M. Clark; "A Westerner," Denver, Colo.; Mrs. E. B. Pry; C. F. Paine; "Friends," Pittsburgh, Pa.; Elsie R. Engle; "A. R.," Carmel, Cal.; J. T. McCrory; C. E. White; "Anonymous," Franklin, Ill.; Margaret Nolting; G. Johnson; G. H. Lounsberry; G. F. Wilson.

$5.00 Each—W. A. Skinner; S. Lockett; K. Herrick; S. Eva Kendall; "F. H. S.," Bridgeport, Conn.; "Anonymous," Houston, Tex.; A. K. Jones; "A Subscriber," Muskogee, Okla.; J. R. Sinnock; A. L. Harris; Eleanor G. Bissel; "Small Farmer," Colling, Mich.; E. W. & E. C. Bean; V. T. Lindsay, M.D.; W. T. Brown, M.D.; M. A. Noury; Mrs. Alice E. Fairchild; R. W. McLean; C. F. Fisher; "Anonymous," Alexandria, Minn.; J. M. B. Birdwhistell; C. A. Bruun; M. M. Neely; C. Patton; E. L. Bradsher; J. R. Barnett; Edith E. Harman; Virginia Strong; Anne M. Downes; B. B. Harger; Francis W. Young; A. W. Parry; L. Bradford; "Belgian Admirer," Duluth, Minn.; Col. Volney S. Fulham; W. A. Stribling; Mrs. R. H. Wood; W. V. Alford; F. N. Hill; H. F. Pixley; Mrs. David Cohn; Blanche T. Norton; May E. Burns; "Anonymous," Menominee, Mich.; Dr. H. S. Zimmerman; Mrs. D. C. Howard; B. D. Dorsey; R. C. Boyd; W. Arnold; C. E. Wilhelm; "Anonymous," Williamston, S. C.; Flora J. Lutz; C. O. Egge; Katharine Lincoln; I. I. Curtsinger; E. Trasel; J. F. Hebard; Harriet A. Whaples; A. Kerschoff; B. A. Pyrke; Anne F. H. Heuszey; P. A. Quinn; Mary A. Wilson; E. F. Young; I. A. Seaman; Dr. H. A. Geib; F. G. Speer; C. L. Faust; Edwina Morrow; A. T. Brady; Rebee G. Wharton; Constance Brown; Miss R. W. Lane; Weldon L. Durham; Margaret Power; Mrs. C. Greggs; C. Greggs; Mrs. J. D. Meriwether; Mrs. Mary A. Beugnet; N. U. Boles; P. Jean des Gareung; Mrs. Mary C. Fitzpatrick; W. A. Schumacher; J. J. Meston; J. W. Hood; T. E. Franklin; Blanche Sheppard; C. W. Powers; J. A. Reller; Mrs. W. W. Wilson; Gertrude M. Cist; Aage Moller; Alice C. Gardiner; W. A. McNeil; H. Kobayashi; H. J. Gregerson; M. G. Alexander (additional); L. Balderston; T. F. Van Wagenen; C. D. Shelton; L. H. Blood; C. W. Atwater; Evans Woollen; Mrs. W. K. Butler; W. C. Ward; A. L. Osborne; Mrs. S. B. Arnold; "Friends," Batesville, Ark.; Barnes & Royall; Miss E. M. McKay; C. J. Elmore; E. B. Clenton; A. E. Williams; Kate F. Gary; Berth, Freddy & Frances, Lewiston, Me.; Anna Aiken; Vinnie V. Kelley; G. T. Eastman; Mr. & Mrs. C. D. Flagg; E. W. Clements; T. Kelley; Alva C. Bixby; S. H. Holbrook; "Anonymous," Hudson, N. Y.; Mrs. C. M. Mabel; R. M. Hart; M. B. Tabler; Francis B. Barton; Mildred M. Binder; Mrs. G. H. Parshall; C. King; Ruth C. Manchester; James W. Kyle; J. C. Reitz; I. W. Stahl; Anna B. Steele; A. L. Padrick; Alice C. Cornwall; "Anonymous." Morganhill, Cal.; H. Egbert; Mrs. S. A. Lounsbury; W. L. Gilmore; C. T. Miller; H. H. Turner;

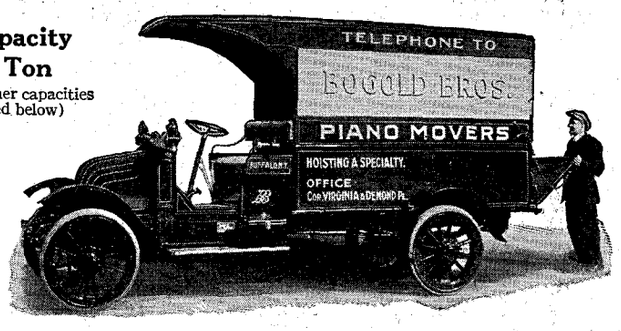
(*Continued on page* 457)

Send No Flour. It will be bought economically near the Seaboard, saving cost of transportation

All contributions acknowledged in our columns. Make checks payable to BELGIUM FLOUR FUND, LITERARY DIGEST, 354-360 Fourth Avenue, New York City

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Capacity 1 Ton
(See other capacities listed below)

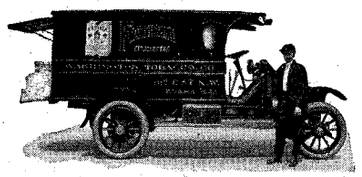


Do You Have A Light Load or A Heavy One?

Many trucks are operating at a loss because they are not purchased to meet their requirements. Your load may be bulky and still light, in which case you will have to find a truck of the right capacity. In fact, it is a usual experience to see trucks built, not to meet loads, but to meet price and capacity rating.

Buy A Lippard-Stewart Fleet

There is economy not only in garage and maintenance expense, but in ordinary operating expense, in running one line of trucks of different capacities to meet your different requirements. Over one hundred different kinds of business are being served by Lippard-Stewart trucks. Over forty of these concerns have sent repeat orders after so much satisfaction with the original truck.



¾ Ton Delivery Car used in Washington, D. C.
This type of delivery car is fast, noiseless and of excellent appearance. This size of car with different body types is used by wholesalers, retailers and department stores.

What the Worm Drive Means

Used in all our capacities, in many cases where other makers consider chain or bevel gear drives sufficient. The great efficiency of Lippard-Stewart trucks and the low operating expense records they make are due, in a large part, to the successful application of the worm drive. There is a steady flow of power—saving fuel—saving wear and tear on the mechanism. We use Continental Motors, Timken Axles and Bearings, Eisemann Magneto and Brown-Lipe Transmissions.

Business Men Write
Write us about your delivery problems. Let us tell you about the responsibility, integrity, and long experience back of Lippard-Stewart trucks, the high business standing of our dealers and the efficiency of our co-operation with owners.

Catalog and Special Truck Information Sent on Request

Radiator at Dash Our Dealers' Sign

Lippard Stewart MOTOR TRUCKS

Attention given to special body requirements

Great Opportunity for Active Dealers in Open Territory

LIPPARD-STEWART MOTOR CAR COMPANY
221 West Utica Street, Buffalo, N. Y.

2 HOURS, 3½ Minutes in HADES!

Official Test of

THE SAFE-CABINET

Conducted at Marietta, Ohio, December, 1914

10 A. M. SAFE-CABINET placed in testing furnace; heat recording instruments connected; furnace closed, flames turned on, enveloping Cabinet *on all four sides.*

10.45 A. M. Maximum Temperature—1890 Degrees Fahrenheit. Cabinet removed from fire, Red Hot!

10.50½ A. M. Hurled from tower 30 feet to ground floor.

10.52½ A. M. Buried under a mass of brick falling from same tower.

10.58½ A. M. Back again into furnace. Fire turned on once more.

12.03½ P. M. Temperature of flames 1860 degrees Fahrenheit. Flames extinguished. Furnace opened.

3 P. M. SAFE-CABINET opened. Contents undamaged.

WHEN you need a new safe for the protection of your valuables, in your place of business or in your home, investigate the official records of THE SAFE-CABINET (S-CIENTEST Model). This safe is made in sizes and styles to meet every possible requirement and it affords a high degree of *known* security.

For particulars see any SAFE-CABINET Agent or write direct to

THE SAFE-CABINET COMPANY, Dept. L-3, Marietta, Ohio

MOTOR-TRUCKS

GROWTH OF THE "JITNEY" BUS BUSINESS

ALREADY in this paper, within a few weeks, an extended account has been given of the extraordinary development of transportation in Western cities through the use of automobiles as public conveyances at a fare corresponding to that imposed by trolley-lines. Interesting details of the further growth of the movement are given in automobile papers. The use of "jitney" busses seems everywhere to have grown out of harassing inefficiency on the part of street-railways, so that the "jitneys" came about somewhat naturally. As *Automobile Topics* observes, "motorists having aspirations to become traction magnates, but not despising an intake of five nickels at a time instead of the hundred which the average trolley-car commands, established regular routes and found willing patronage in weary strap-hangers." With extraordinary rapidity the "jitney" bus idea spread from city to city, until the traction interests took alarm, some of them making appeals to their city governments to curb the "jitneys" by raising license fees. It is commonly said that the "jitney" movement has only just begun. Not only does it afford relief from the annoyances of inefficient trolley systems, but has great attractions because of its "peculiar fluidity," that is, the facility with which points away from the fixt routes may be reached. Following are items on the movement as collected by *Automobile Topics* from various parts of the country.

"The 'jitney' bus has taken the West by storm in less than a month since the appearance of the first machine, and is working East with great rapidity. No less than a revolution has been effected in the used-car market; the Standard Oil Company, seeing large increases in gasoline-sales, is throwing its influence in favor of the movement; the leading tire companies are contemplating the strongest possible support for the promoters and operators of jitney lines; and traction interests are concerned lest the values of their street-railroad securities be impaired by traffic losses occasioned by the new competitor.

"San Francisco had over 1,500 jitneys on its streets four weeks after the first one appeared, and the automobile-dealers at the Golden Gate had been relieved of practically every used car in their possession. In two weeks, 300 new jitneys appeared on the streets, and the 1,500-mark was reached in two weeks more.

"The name 'jitney' is taken from the fare that the bus-operators charge—five cents. 'Jitney' is a colloquial word used in the West instead of the more familiar 'nickel.' The machines themselves are simply automobiles of any kind that are carrying passengers for five cents. Some of them are open touring-cars; others carry improvised bodies nearly circular in form and resembling huge washtubs; some are trucks, and the better ones have bus bodies. A cloth sign with the words 'Jitney Bus' means that those who wish may hail the machine that bears it, and ride for five cents.

"At first, no definite routes were laid out by the jitney men, who simply went where traffic was thickest and, after picking up a load, reached the destinations of the passengers as quickly as possible. Most of them are still run on this plan, tho many would like to adopt definite routes and even time-tables. In San Francisco, however, when this was attempted, the street-railway people, greatly perturbed at a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

decided slump in receipts, demanded that the bus-operators should be compelled to obtain franchises for the use of the streets, and that the drivers be bonded in $10,000.

"What alarmed the street-car people in San Francisco was a falling off in their receipts of $9,500 in the first month of jitney service. Since the street-cars lost this much, the jitneys must have taken in that amount, or more. One operator stated that the lowest of his daily receipts since he had been running was $12, while one day he had 'cleaned up' $26. The average day brings him in $17 or $18.

"Not every dollar that the jitney man takes in represents twenty passengers. It has been the experience of many drivers that numbers of passengers will pay the smallest coin they have in their pocket, be it nickel, dime, or quarter, and ride along without any thought of change from the higher denominations. Others will purposely pay an extra fare if they ride a little farther than what they think is five cents' worth. The general attitude of the public is a most favorable one, which is a promising sign for the future of the jitney. Whether the entrance of large capital into the field and the formation of companies to operate fleets of busses, with the consequent elimination of the owner-driver, will alter public opinion, remains to be seen. It is certain that at present those who ride are heartily in sympathy with the new craft and their owners.

"Besides the street-car companies, the operators of regular bus-lines have felt the new competition severely. One concern, operating a line of the most modern busses to the Panama-Pacific Exposition grounds, and charging a 75-cent fare, was feeling extremely optimistic over the patronage it had received. But instead of declaring a dividend, three weeks after the jitneys appeared the company went into the hands of a receiver.

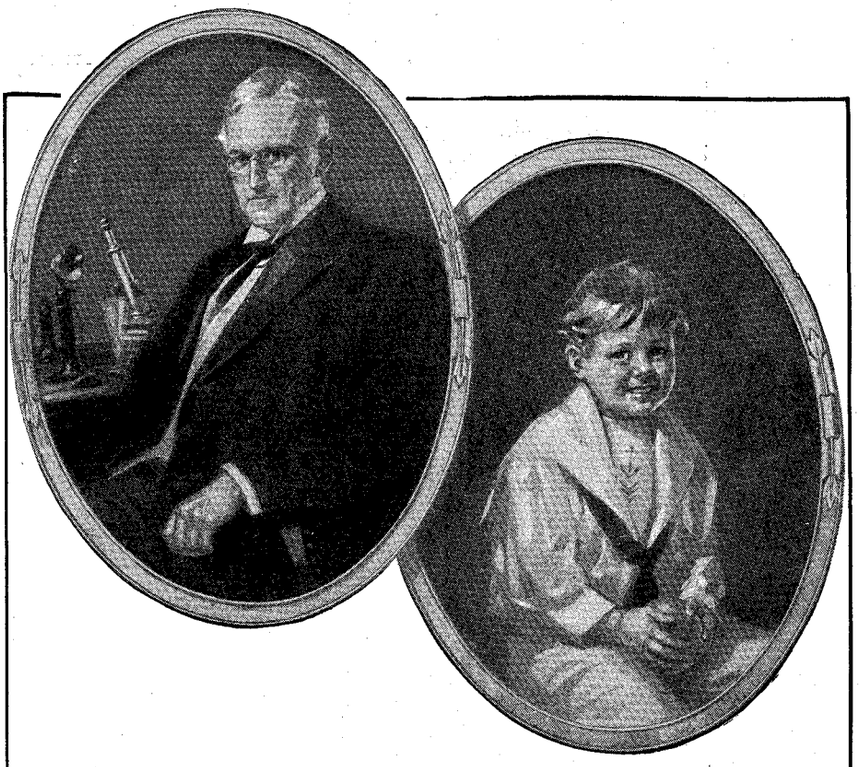
"At the end of January, Seattle, Wash., was close behind San Francisco in the number of machines in use, and Los Angeles had over 700. In the latter city, the street-car company found its traffic diminished to such an extent that a large number of motormen and conductors were laid off indefinitely. Some of these have since learned to operate automobiles and are now driving jitneys. Part of the campaign of the Los Angeles street-railway company has consisted in keeping statistics of accidents on the streets, and, according to figures just given out, 22 per cent. of such accidents are due to the jitneys, in spite of the fact that their drivers are, in many cases, former motormen and conductors.

"From the Pacific Coast the jitney has been coming East with great rapidity. Services have been installed in Salt Lake City, Kansas City, and St. Louis, to mention only a few cities. The Chicago authorities made an official test trip in a jitney last week, before granting a license. In Detroit, the jitney has become such a possibility that the street-railway company has stated in its house organ that 'should times become really hard in Detroit, jitney busses may be established here when warm weather comes again.' This admission and the attempted depreciation of the machines as 'hard-times' vehicles indicate a feeling of decided uneasiness.

"Los Angeles now has about 1,000 of the new craft, and they have congested the streets so that the chief of police has ordered them to stop in the middle of the block in the down-town section, leaving the corners for the street-cars and private vehicles.

"Real-estate dealers in Fort Worth, Texas, are regarding the jitney with respect. A number of the dealers met recently, and debated whether a jitney line wasn't justification for adding 25 per cent. to the price of lots.

"A jitney owner in Bakersfield, Cal., says that he has to take in $12 a day in order



Who Did It?

Who Has Done the More—the Child or the Doctor—in Winning the Millions to Puffed Wheat and Rice?

Many thousands of doctors are spreading the fact that Puffed Grains are scientific foods.

Puffed Wheat and Rice are whole grains which, for the first time, are made wholly digestible. Every food granule is blasted to pieces so digestion can instantly act.

They know that Prof. Anderson has solved the great food problem here. He has created by steam explosion the best-cooked cereal foods. And these countless doctors are advising folks to use them.

But Children Did This:

But millions of children simply said, "I like Puffed Wheat and Puffed Rice." And they passed back their dishes for more.

They have reveled in them, morning, noon and night. They have mixed them with cream and sugar. They have floated them in bowls of milk. They have eaten them dry like peanuts. They have used them in candy making.

Once they tasted these toasted bubbles they would not go without.

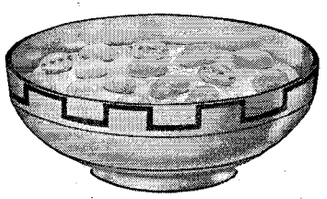
Together, these doctors and these children have spread the call for Puffed Wheat and Rice. And now millions of homes enjoy them.

Puffed Wheat, 12c
Puffed Rice, 15c
Except in Extreme West

CORN PUFFS 15¢

You who don't serve grains in puffed form would do so if you knew the facts. You would do so for ease of digestion. You would do so for the fascinating form and taste.

The different grains vary in form, in elements and taste. With the many ways of serving they afford endless variety. When you know them, these will constitute your ready-cooked cereal foods. Order the one you don't know and see how it compares with the rest.



The Quaker Oats Company

Sole Makers

(774)

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

It will help you, too.

OUR thirty-six page indexed manual (revised edition)—"THE HAIR AND SCALP—MODERN CARE AND TREATMENT," will be mailed free on request.

This manual was prepared to answer the thousand and one welcome questions asked us in the past forty-two years by the users of Packer's Tar Soap. It covers the subject thoroughly and authoritatively.

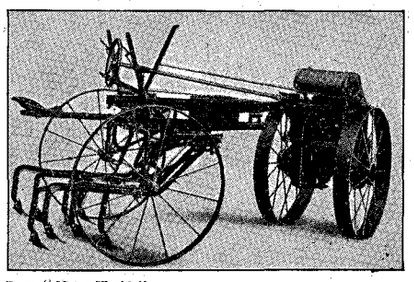
THE PACKER MFG. CO.
Suite 84A, 81 Fulton St., New York

Packer's Tar Soap

(Pure as the Pines)

to cover his expenses. This means that he must carry 240 passengers. At first, he used to make as much as $20 a day, until competition became keen. Now, he is not at all as enthusiastic.

"Los Angeles has adopted regulations for the jitney, one of them being that a definite route must be selected when application is made for a license, and that 50 cents must be paid every time the route is changed and registered with the city.



From "Motor World."

A LIGHT FARM TRACTOR, COSTING $385.

Other rules prohibit the carrying of advertising; provide that non-skid tires must be used on the rear wheels and chains in bad weather; only one person can ride on the front seat with the driver, and no one must stand on the running-boards ahead of the front seat; drivers must pass written examinations and practical tests to demonstrate their ability to operate their machines; the cars must stop to the rear of trolley-cars that are discharging or receiving passengers; the body of the car must be lighted inside.

LIGHTER TRUCKS UNDER WAY

"Greater simplicity and flexibility"—these are declared by *The Commercial Vehicle* to be "the outstanding features of the development of the motor-truck industry at the beginning of the present year." Simplicity has been effected "by the united grouping of component parts, by standardization, and by departures in design." Manufacturing- and assembling-costs have been simplified, weight has been saved, and a certain amount of care and attention in completing the vehicle has been reduced. Greater flexibility has been developed largely as a consequence of simplicity in construction. The general results have been lighter weights, reduced complications, increased ease in riding, better balance, and a reduction of vibration. The writer says:

"Weight has been saved by the elimination of many parts found to be unnecessary and by the use of high-grade metals, flexibly mounted instead of heavier material rigidly mounted.

"Flexibility, simplicity, and lightness have all been effected by the use of shaft-drive direct to the rear axle; by taking torque and propulsion through the vehicle springs direct instead of by radius rods and torque members, by the grouping of the live units, such as the clutch and gear-set with the motor, the gear-set with the jack-shaft, such members being mounted *en masse* on three flexible points of suspension; by the use of tubular drive-shafts in worm-driven vehicles of long wheel-base, thus doing away with an extra universal bearing and bracket, which is necessary in the two-part solid shafts.

"The motor has been fitted with a governor by the majority of heavy-truck makers, thus relieving the driver of the care of keeping the speed below a safe limit and protecting the chassis from the evils of careless or intentional overspeed. There is an increasing tendency to fix the spark advance or to equip the magneto with a governor to control it automatically, thus insuring against flagrant errors in spark manipulation, all too common with those vehicles which leave the proper adjustment of the firing-time to the operative.

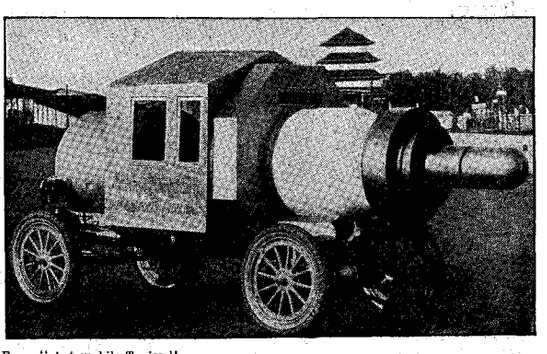
"Makers have largely given up trying to maintain arbitrary standards of capacity, price, or design. From the erstwhile orthodox 3- and 5-tonner, in the heavy field, the makers have begun to bolt, it being found that the average of the popular demand does not conform to the catholic catalog. So we find a constantly decreasing number of models offered of 3-tons capacity and an astonishing rise among the lighter sizes.

"Nineteen-fourteen initiated an extraordinary rush to the light truck, the 1-tonner. This move was based on very real demands of the market, as there was undeniably an undersupply of 1-tonners in 1913. Swinging the other way, however, the pendulum carried so many builders with it that an oversupply resulted before the end of the year, so that, in the general catalog of 1915, trucks less than 1-tonners are found, while the 2-ton size has enjoyed an astounding impetus. The 2½-ton truck has grown in three years from practically no representation to more than an equality with the 4-ton size, which has consistently fallen off.

"While the chain still holds the balance of power in the offerings of the manufacturers, shaft-drive, by worm, by bevel, by internal gears, and by double-reduction, spur and bevel combinations have almost caught up, and it seems now a platitude to predict that these forms will eventually supersede the present established form of drive. True flexibility, which is now an accredited ideal of truck-designers, is impossible with chain-drive as we know it, owing to the fact that distance rods must rigidly separate the driving-axle and the frame to keep the sprocket centers the correct distance apart."

A TRUCK IN GEODETIC SURVEY WORK

Last summer an unusual use of a truck was made by United States Coast and Geodetic Survey men operating in the Southwest through a region usually dreaded by visitors. The work in hand prevented close adherence to familiar routes, since observations had often to be taken from mountain peaks, so that journeys were from mountain to mountain instead of along main traveling roads on low levels. The general route traversed was from Denver to Pecos, Texas, thence southwest to El Paso, whence trails were followed through southern New Mexico into Arizona. When the work had been completed in this



From "Automobile Topics."

CAR DESIGNED TO RESEMBLE A SPARK-PLUG AND SENT ACROSS THE CONTINENT AS AN ADVERTISEMENT.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

NEW DEPARTURE BALL BEARINGS

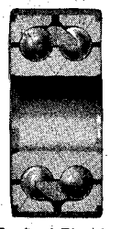
They put new life into everything of which they become a component part—from the light pleasure car to the heaviest motor truck

They will not only outwear your car but furthermore, they minimize power waste, reduce gasoline and oil consumption, and conserve speed, safety, and general up-keep.

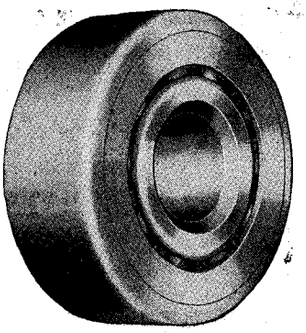
The mechanism is simple—a self-contained unit having steel balls and raceways designed to carry rotating members under both radial load and thrust with least possible friction and for a given displacement, a very great saving in power can be shown over the old conventional plain or roller bearing types. Nothing can roll so easily as a ball because of the small area of contact, no unnecessary surfaces to create friction, no binding, rasping, or wedging to waste the power of your motor. New Departure ball bearings take up every thrust, twist, strain, cramp, jam, wedge, or shock—vertical, angular, or horizontal—under all conditions.

In those countries where the study of friction-eliminating bearings has been conducted for nearly two decades, bearings of the ball type are used exclusively because of their anti-frictional qualities.

Our new booklet just issued entitled, "New Departure Ball Bearings and What They Mean to the Car Owner," will tell you how to know your car better. Write at once for your copy and as a matter of convenience, please ask for "Booklet B."

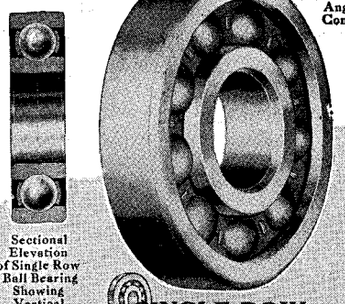


Sectional Elevation of Double Row Bearing Showing Angle of Contact.



DOUBLE ROW

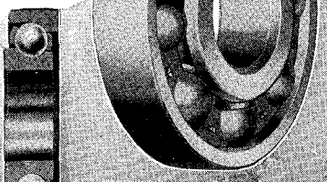
Has two rows of balls, and therefore greater load carrying capacity than any other form of bearing of equivalent bore and diameter. This bearing also takes load stresses from all directions with equal efficiency. It is non-adjustable and trouble-proof, and is particularly adapted to service in motor trucks of all load ratings.



Sectional Elevation of Single Row Ball Bearing Showing Vertical Load Line.

SINGLE ROW

Designed as the final standard of this type of bearing for radial load only, reducing friction losses to the minimum.



RADAX

An angular contact single row bearing designed to carry a radial load in combination with one direction thrust.

Sectional Elevation of New Departure Radax Ball Bearings Showing Angular Line.

American Made for American Trade
The Plant behind the Product
The home of New Departure Ball Bearings, employing over 3000 skilled American mechanics producing ball bearings equal in quality and quantity to the American demand

The New Departure Manufacturing Company

Main Office and Works, Bristol, Conn.

Hartford Division, Hartford Connecticut

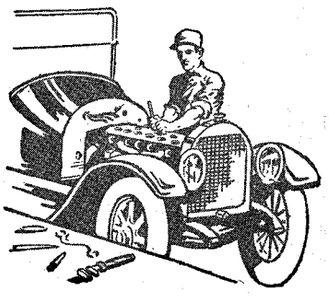
Western Branch, Detroit 1016-17 Ford Bldg.

22-34 Great Eastern Street, London, E. C.

16 Rue d'Armaille, Paris

Freeport, Copenhagen, Denmark

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



When You Have Your Car Overhauled

—don't forget to have the piston rings examined.

¶ Perhaps you've noticed poor compression, power shortage for hill climbing or heavy road work, excessive carbon deposit in the cylinders, back-firing, a "knocking" engine.

¶ Look at the piston rings. You'll find yours are worn, badly fitting and with such poor or unequal bearing as to leak compression at every stroke. These faults are sure to develop in the ordinary piston ring after a short period of service. None of them will occur in

MADE IN ALL SIZES **LEAK-PROOF** EASILY ADJUSTED

PISTON RINGS

Made by McQuay-Norris Mfg. Co.

¶ This is a two-piece ring so designed and constructed as to make gas leakage impossible. Their use insures you—

FULL MOTOR POWER: Because being two-piece, expansion openings are properly sealed and uniform tension on the cylinder wall is always secured.

MINIMUM CARBONIZATION: Because surplus oil cannot get up into the combustion chamber either through or past the ring.

SERVICE: Because they are made of special Processed Gray Iron of wonderful toughness that never loses its elasticity and will outlast the motor.

STRENGTH: Because the construction of the sections on the angle-iron principle gives them the greatest strength.

OPERATING ECONOMY: Because they make every drop of fuel count and check waste of lubricating oil.

MAINTENANCE ECONOMY: Because they do not wear the cylinder and prevent the deterioration of lubricating oil caused by condensed gasoline vapor getting into the crank case.

Send for Free Booklet

It tells all about piston rings and why you should equip your engine with the LEAK-PROOF. How it will pay you in fuel economy and prolonged motor life. Write for it. **Sold by all up-to-date dealers, garages and repair shops.**

Over 300,000 motors are now equipped with

TRADE MARK REGISTERED LEAK-PROOF PATENTED

"Ask the User"

Manufactured by

McQUAY-NORRIS MFG. CO., ST. LOUIS, U. S. A.

Canadian Factory: W. H. Banfield & Sons, No. 120 Adelaide Street West, Toronto

Branch Offices

New York: 1919-29 Broadway at 64th St. **Chicago:** Suite 718 Michigan Blvd. Bldg., Michigan Ave. and Washington St. **Pittsburg:** 7620 Tioga St. **Kansas City:** 513 New Nelson Bldg. **San Francisco:** 164 Hansford Bldg. **Los Angeles:** 224 Central Bldg. **Dallas:** 1509 Commerce St.

WANTED IDEAS Write for List of Inventions Wanted. $1,000,000 in prizes offered for inventions. Our four books sent free. Patents secured or fee returned. VICTOR J. EVANS & CO., 759 Ninth, Washington, D. C.

You Can Copy 100 Letters with One Sheet of MultiKopy

MultiKopy is the only carbon paper with a perfectly smooth surface. This quality, together with its unique formula, gives greatest durability. One sheet of

TRADE **MULTIKOPY** MARK

CARBON PAPER

will make 100 copies. MultiKopy makes 20 copies at one writing. And each will be clean, clear, non-smudging, non-fading and legible as long as the paper lasts. Don't take any more chances with cheap, poor carbon paper; insist on MultiKopy and be *safe*.

Write for Free Sample Sheet

F. S. WEBSTER CO., 334 Congress St., Boston, Mass.

New York Chicago Philadelphia Pittsburgh

Ask for Star Brand Typewriter Ribbons

LET US SET THIS LEWIS-BUILT HOME DOWN ON YOUR LOT

A Price Possible Only by the Lewis Method

This beautiful bungalow, "Madrid," is only one of over 100 houses shown and priced in our great free book. We supply any house complete without your bothering with architects, middlemen, lumber dealers and others waiting to have a "finger in your pie."

Lewis-Built Ready Cut Construction means preparing the house at the mills, sawing and working to fit, then shipping direct to you. Accurate working plans furnished; best grade of lumber obtainable; only one small profit to pay.

Send for the Lewis-Built House Book
—an art gallery of architecture and economy.

Contains over 100 original bungalows, cottages, houses of every kind, some as low as $248.00. Your house, the one you have dreamed of, is there, at a price within your reach. Build now, while building is cheap.

LEWIS MANUFACTURING COMPANY
Dept. 277 Bay City, Mich.

LEWIS-BUILT HOMES

DIRECT TO YOU CUTS COST IN TWO

BAY CITY, MICHIGAN

territory, the truck was driven across California to San Diego, and thence to Los Angeles, Sacramento, and Carson City. The distance covered was more than five thousand miles. The condition of the roads and trails followed varied from deep mud and heavy sands to fine modern highways. In former years work of this kind by the Geodetic Survey men was undertaken with horse vehicles. The saving in time and cost last year by the use of the auto-truck is placed at 35 per cent. Following are details of the work as given in the New York *Evening Post:*

"On a cañon road in western Texas, the party and outfit had a narrow escape when a small cloudburst in a few minutes transformed the road into a river, as the water came rushing down the cañon from the mountains above. There was no time to put on chains, but ropes were quickly wrapt around the rear wheels, and the truck was run up a steep slope until stalled in the rising and rushing water. The truck was then moored to mesquite bushes, and the outcome awaited with considerable anxiety, but the water soon ceased to rise, and the danger was past. Had the truck remained where the water first struck it, it would have been almost completely submerged, and probably overturned and damaged by the drifting timbers.

"It was in the desert sands, however, that the greatest difficulties were encountered, as the truck was fitted with ordinary solid rubber tires (dual behind), which cut in deeply. Many expedients were tried, but the most successful one was the use of green poles placed in front of the dual-tired rear wheels in as rapid succession as possible. These poles gave traction and kept the wheels from sinking into the sand. The extreme heat, often reaching 115 degrees in the shade, made such work very trying. The cost sheets of the season show that the work was done at a saving of at least 35 per cent. from the cost, had teams been used. The cost per mile for oil and gas varied from 2.7 cents to 6.6 cents in different sections of the country, and averaged 3.9 cents for the entire season. A remarkable feature of the performance of the truck and a tribute to the good work of the driver was the fact that, from the time of leaving Colorado Springs to the end of the season, about six months, during which the truck was run over 5,000 miles, only two hours were lost on the road on account of engine troubles."

PROGRESS WITH THE LINCOLN HIGHWAY

What has now become quite generally known as the new Lincoln Highway, the same being a road 3,400 miles long, reaching from New York to San Francisco, has made considerable actual progress since the scheme was first broached, a year and a half ago. It is declared by Ewing Galloway, in *Collier's*, that "in the near future, the Lincoln Highway will be an ideal hard-surface road all the way from the Hudson to San Francisco Bay." As most readers know, this highway is not an entirely new piece of road-building, but mainly a combination of roads already existing, these roads being improved. The originating of the idea has been ascribed mainly to Carl G. Fisher, of Indianapolis, but with him were other men who now constitute the Lincoln Highway Association. These men selected the route, having regard for mileage, scenery, the condition of established roads, the cost of improvements, and the people who would be benefited. The road traverses eleven States. Cities through which it passes include Newark,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Trenton, Philadelphia, Lancaster, Pittsburg, Canton, Fort Wayne, Chicago, Omaha, Cheyenne, Reno, Sacramento, Stockton, and Oakland. Many other important places are also reached. Mr. Galloway says further:

"After proclaiming the route, Mr. Fisher and his associates started a publicity campaign, telling the people what the plan meant and appealing for individual contributions. The press of this country and Canada were almost unanimous in their indorsement of the idea. In the first year $153,703.10 in cash, materials, and advertising space was contributed. Of that sum $48,402.76 in cash and most of the advertising space have been used. The larger part of the work of improving and beautifying the road must be done by the constituted highway authorities of the States, counties, cities, and villages traversed. The rôle of the Lincoln Highway Association is that of an auxiliary.

"That the States and local communities can be depended upon to do their share of the work is indicated by what has already been done. The old Newark Plank Road, which runs across New Jersey, has been renamed 'Lincoln Highway' for its entire length. It was well improved before the Lincoln Highway Association selected it as a part of the transcontinental route. Chambersburg and Lancaster, Pa., have renamed their streets, while in Ohio forty-two miles, the entire distance across Columbiana County, have been officially redesignated. The Buckeye State's link is probably the best in the long thoroughfare. Of the 229 miles from boundary to boundary, 145 miles have been hard-surfaced with concrete, brick, or macadam. It is planned to improve the rest of the distance in the next year or two. A little further westward, in Indiana, bond issues aggregating $275,000 have been voted for the improvement of the Lincoln Way. Fort Wayne and South Bend have renamed their streets, as have seventeen towns in Illinois.

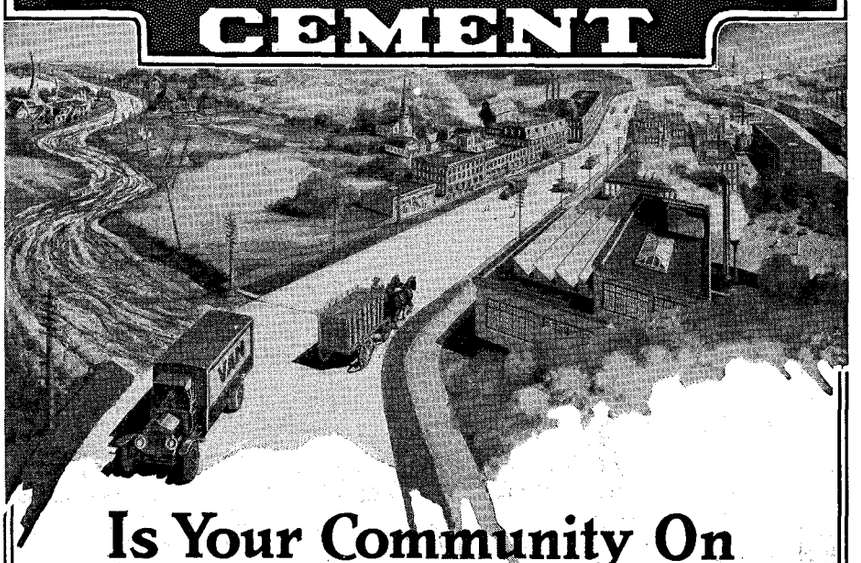
"Five counties in Iowa spent $140,000 on the road in 1914, and other counties are expected to fall in line as soon as they have an opportunity to pass upon the appropriation question. Scores of cities and towns in Iowa, Nebraska, and Wyoming, including Cheyenne, have officially renamed the streets which form their parts of the thoroughfare.

"Smoothing all of the rough places in the road in Utah and Nevada in time for next summer's rush of automobile tourists to and from the Panama-Pacific Exposition at San Francisco is too big an undertaking for the State and local authorities, and the Lincoln Highway Association itself has decided to take a hand. Considerable funds are required for this work, and the association is making special appeal for contributions. Appropriate signs have been put up along three-fourths of the route, and the association's officials expect to have the entire distance marked within the next three or four months.

"The marking of the Lincoln Way will hardly be completed when the work of beautifying the route will be commenced. The General Federation of the Women's Clubs, which has a membership of over a million, has voluntarily assumed the task of planting suitable trees, shrubs, and flowers along the road. At the federation's biennial convention last June what is known as the Lincoln Highway Tree Planting Committee was created.

"The officers and directors of the Lincoln Highway Association are expecting a large increase in moral and financial support this year, and have made their plans accordingly. They are determined not only to improve the road in the sparsely settled sections in Utah and Nevada in time for summer travel to and from San Francisco, but to achieve big results along the entire route."

LEHIGH
PORTLAND
CEMENT



Is Your Community On the Concrete Road

—Or Off on the Muddy Side Trail?

DON'T be cut off from the world and its markets by impassable roads. Business flows in stronger streams where roads are good—where smooth, inviting Concrete welcomes traffic and trade. Prosperity follows where it runs. Property values are increased.

One instance: A farm of 188 acres in Lee County, Virginia, offered unsuccessfully to one investor for $6000 before roads were improved, was sold to the same man (with no improvements on the farm) for $9000 after good roads were built.

Concrete roads weld communities together—improve church and school attendance.

Lehigh Concrete Highways are most *economical*—not only on account of reasonable first cost, but because there is practically *no* maintenance expense, and they last forever. Many Concrete roads of the ancient Romans are in use today—splendid examples of the durability of Concrete.

Stand strong for Concrete and it will stand strong for *you*. Advocate its use for the sake of good citizenship and good business.

Whether you are interested from the standpoint of an official, tax-payer, or community welfare, let us send you facts and figures proving why the Concrete Highway is the road for you, and why more than 10% of all Cement used in the United States is Lehigh. Write for interesting, illustrated books today.

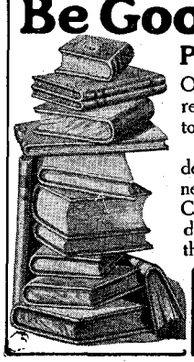
LEHIGH PORTLAND CEMENT CO.

Chicago, Illinois Allentown, Pennsylvania Spokane, Washington

12 Mills—Annual Capacity Over 12,000,000 Barrels

Be Good to your Books

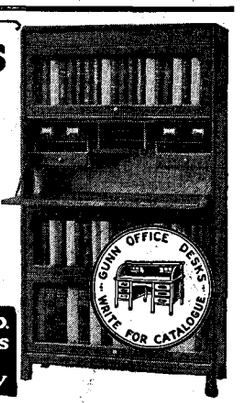
Protect them with a "Gunn"



Only one section necessary to start. Dust proof; removable non-binding doors; no ugly iron bands; easy to take apart for moving, and *prices lower than others.*

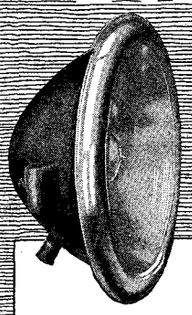
See the famous "Gunn" Sectional Bookcase at your dealer's or write us for a souvenir book mark and our new catalogue (sent free), illustrated in colors, showing Colonial, Mission, Sanitary, Clawfoot and Standard designs in mahogany and oak to harmonize with their surroundings.

THE GUNN Furniture Co. Grand Rapids MICH. 1810 Broadway



PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

GRAY & DAVIS
Electric Lamps
for FORD cars
$5 per pair



FORD owners can now buy a complete Gray & Davis electric lamp equipment at the following prices :—

Ford "Special" Lamps

Headlights (single bulb) per pair	$5.00
Headlights (double bulb) per pair	6.00
Tail light, separate	1.00
All 3 lamps (with single bulb)	6.00
All 3 lamps (with double bulb)	7.00

Lamps are attractive in design, strong and sturdy. Reflectors silver plated. Double bulbs (with dimming feature) conform with city ordinances.

How to Buy

Your dealer has these lamps, or can order them for you. Or—you may order direct from us, sending postal note, money order, express check or certified personal check. Add $1 for carriage charges to any point west of the Mississippi or in Canada.

No delivery charges elsewhere.

DEALERS: Write For Our Proposition and Terms

GRAY & DAVIS, Inc.
Boston, Mass.

Carbon can be removed

from cylinders of Autos, Motor Boats, Aeroplanes and all gasoline motors, quickly and thoroughly, leaving them *ideally lubricated and clean.* Takes 10 minutes; *guaranteed harmless* to everything except carbon; costs only

6c per cylinder

Send for "CARBON TROUBLE—CAUSE AND CURE"—see what an authority, Mr. Glenn Curtiss (Aeroplanes), says of this simple, peerless way to prevent carbon troubles—scoring of cylinders, overheating, knocking, loss of power. *Get the Booklet NOW!*

AMERICAN OIL PRODUCTS CO., BUFFALO, N.Y.
(New Eng. Office) 248 Boylston St., Boston—(Pacific) 13 S. Garfield St., Alhambra, Cal.—(Mid-west) 736 Lathrop Bldg., Kansas City, Mo.

Live State Representatives Wanted.

MEN! Put Your Razor Blade Money In This "Bank"—
INDESTRUCTIVE
Safety Razor Blade
SHARPENER
Hones and sharpens, in one operation, like new, any make safety razor blade (except Durham-Duplex), in 30 seconds.
Write for Circular—Agents Wanted.
NICHOLS EL. & MFG. CO., 1-3 W. Broadway, N. Y.

CURRENT POETRY

GERMAN WAR-POETRY

HALF a million war-poems were written in Germany in the days immediately following the outbreak of hostilities. This statement is made on the authority of a writer in *Das Literarisches Echo* (Berlin). He adds that there are no indications of a cessation of activity on the part of the poets, and that, as an anthologist of war-songs, he receives about forty war-poems, published and unpublished, a day.

The following poems are among those which were selected by *Das Literarische Echo* for quotation, out of all those that had appeared in the German magazines and newspapers. They seem to show the unanimity of the national spirit, and have a personal quality which makes them particularly appealing. These English versions have been made for THE LITERARY DIGEST by Mr. Richard Duffy. The name of the journal in which the original of each poem first appeared accompanies each quotation.

WAR

BY BARON BOERRIES VON MUNCHHAUSEN

(*Post*)

How easy now in Germany to die
As the sad clock records the waning day!
When beams of glory from the western sky
Gold haloes round the warriors' helmets lay.

Instead of ringing song from flashing sword,
Come hiss of shrapnel—boom of murd'rous steel.
My wonder is that larks find their accord,
And that a German poet dares to feel.

The noisome weeds that from the sainted soil
The yellow-tassel corn o'ertopped by far,
In German earth foiled every winter's toil.
One only plows so deep—and that is war!

And when the warrior steeds of iron gray
Have dug the plow across the inert field;
Again the golden-tasseled corn shall sway
Where once the yellow weed refused to yield.

Watch, too, that where the mighty hoofs have trod
And 'gainst the furrow hollows sharp have prest,
Will rise alluring song from out the clod
As larks rejoice and, singing, make their nest!

NO RACE LIKE US CAN DIE

BY KARL FRIEDRICH WIEGAND

(*Tgl. Rundschau*)

Come hither, boy, I'll kiss thee
Once more before the fight;
And think, when thou dost miss me,
My death brings triumph's light!

To thee this home I'm leaving,
So furrow deep the land—
And still thy mother's grieving.
Give her thy heart and hand.

Since I was of the peerless
Of the German warriors bold,
Be thine a brow as fearless
As thy father's was of old.

See, on the faded standard
The dawn's first rosy light!
The uhlan horn in the vanguard
Sings death to many a knight.

Sir Foe, to die we're ready,
Tho not at your command;
For first I'll drive you steady
And win tho death's at hand!

And where we crouch a-dying,
There stretched shall lie your men.
We perish, triumph crying,
Tho we were one to ten.

Which is it that shall perish
More bravely, you or I?
Our heirs our fame will cherish:
No race like us can die!

TRANSFORMATION

BY HEINRICH ZERKAULEN

(*Frankfurter Zeitung*)

I throw my youthful garments with the rest,
With flowers, and calm, and days of mirthful play.
My heart is leaping high within my breast;
I shut the door on youth and turn away.

And now a naked sword lives in my hand,
And I am filled with fierce and sudden joy.
I stand erect and wait the hour's command:
I am a man, I am no more a boy.

SONG OF THE SHORE SENTRY

BY RUDOLF ALEXANDER SCHROEDER

(*Tgl. Rundschau*)

In silent watch I stand on the shore,
The gray night, darkening evermore,
Is drawing near,
The ships are sailing out to sea,
And oft the question comes to me,
Which again will anchor here?

In silent watch I stand on the shore
By the silver moon and stars roofed o'er.
Ah, you that sleep
So far away in a friendly room,
You forget in dreams that place of gloom
Where my parents weep.

In silent watch I stand on shore
And fain would know by magic lore
If she recalls—
And if when peace at last prevail
We shall each other fondly hail
When even falls?

In silent watch I stand on the shore
And know that somewhere the cannon's roar
Makes the night resound.
It may be that there my comrade lies,
And outstares the dark with sightless eyes,
His blood on the ground.

In silent watch I stand on the shore;
The angry waves to the heavens soar
And cloud the moon.
The breakers pounding on the beach
Of death and triumph wildly screech,
Yet God will still them soon.

O, Lord, Thou keepest, nights and days,
A watch upon Thy children's ways
And sooth'st their fears.
Thus so shall I and mine own land
Confiding rest within Thy hand
Till morning clears!

MUFFLED DRUMS

BY INA SEIDEL

(*Tgl. Rundschau*)

Both of them died in France
Stemming the foe's advance.
They went from their father's door one day.
Tho each was sent on a separate way,
Yet now they meet in the selfsame land
That holds them, hand in hand.

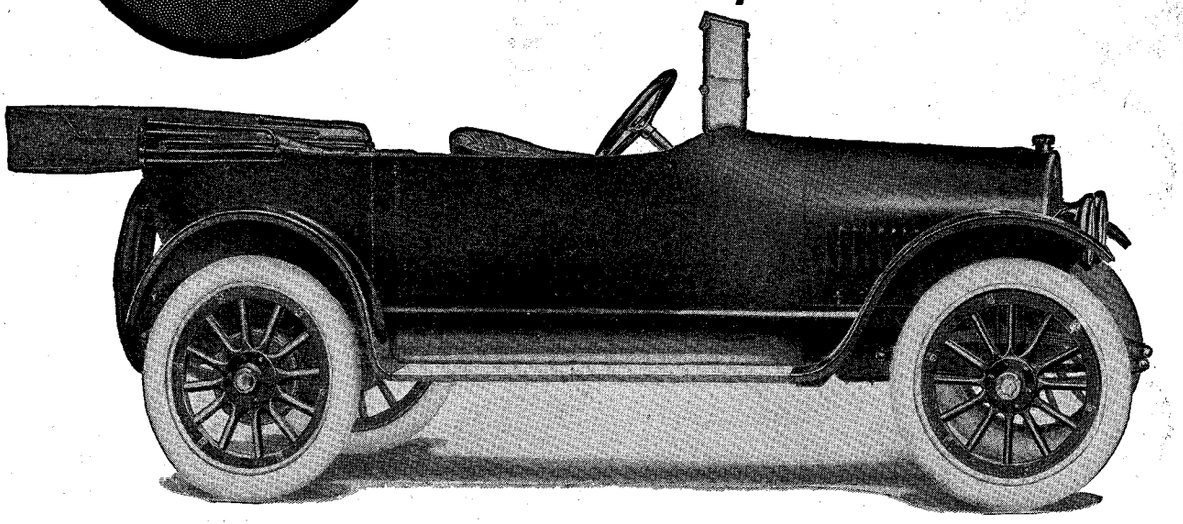
Lowly their couch and lone
Where Death his vigil keeps
As on their mother's breast years gone
Each in the same soil sleeps.
Golden hair, young eyes of blue,
How soon dark night came over you—
Both of them died in France.
Stemming the foe's advance.

Both in the hour of death
Longed for their mother's hand.
What good is the iron cross she wears
That sears her breast like a brand,
When they have died far away in France
Stemming the foe's advance?

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Jackson
NO HILL TOO STEEP
NO SAND TOO DEEP

Several thousand motor car purchasers will refuse to experiment this year. They will buy a sturdy Jackson, up-to-date in style and equipment, but old-fashioned in honest workmanship.



The New Jackson "44" Offers High Quality in Known Quantity— $1250

IT is unfortunate that a photograph so inadequately expresses the beautiful lines and lustrous, lasting finish of this latest Jackson. But a brief visit at any Jackson dealer's show-room will convince you that in the Jackson "44" we have attained all that one could ask in beauty of line and proportion, without sacrificing in any degree the old-time sturdiness of construction and simple honesty of workmanship for which the Jackson has been famous these thirteen years.

All the refinements are complete — flush doors, concealed hinges, one-man top, two-piece rain-vision windshield, crowned fenders and rounded radiator front. Ignition and lighting switches, speedometer, ammeter and oil gauge are grouped on a metal instrument plate in the center of the dash, all illuminated by one dash light.

Specifications, Model "44"—Long stroke, four-cylinder motor, 40 H .P., Auto-Lite electric cranking, lighting and ignition system. Gasoline tank at the rear, vacuum feed. Steering wheel on left side, control levers in the center. Either front door may be used. Full elliptic springs front and rear, underslung in rear. Rear axle, floating type, two universal joints. Wheel base, 115-inch. Tires, 34 x 4-inch.

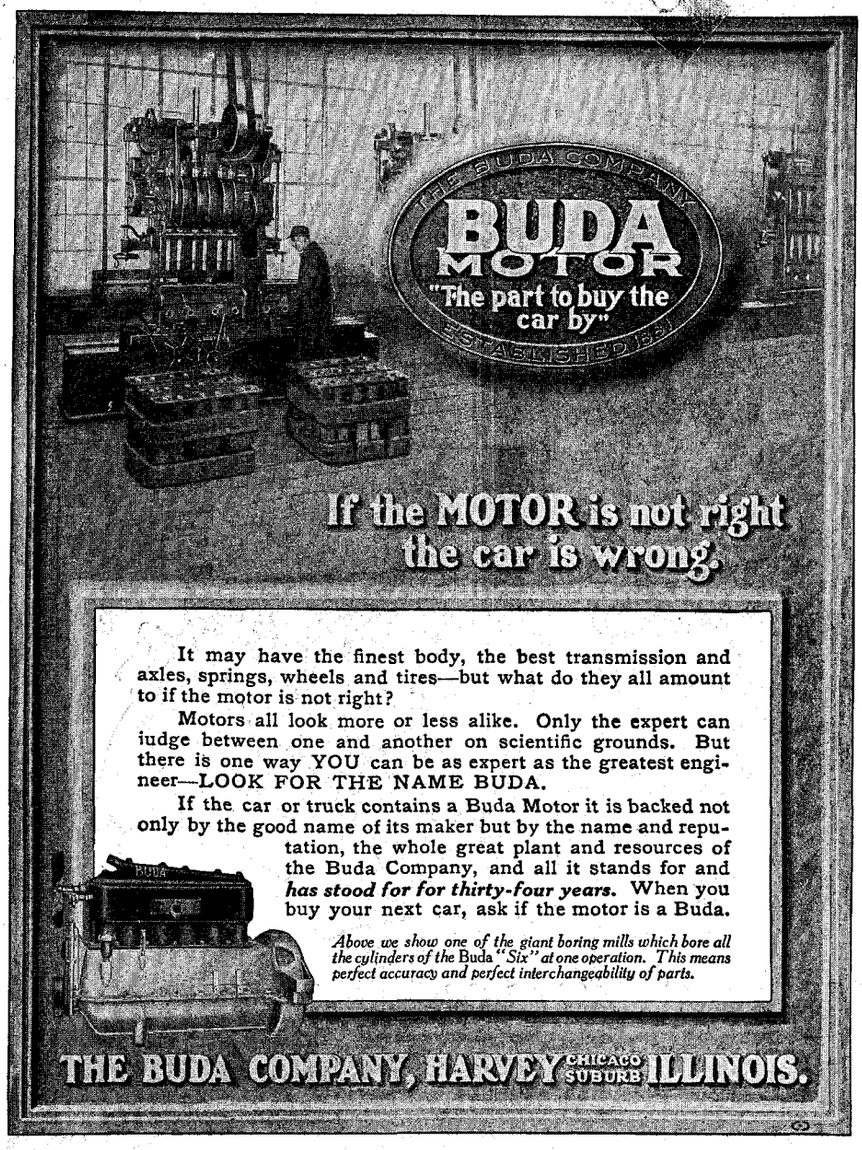
Jackson "48"-Six — $1650 ***Jackson Olympic "46"—$1375***

Catalogue on Request

JACKSON AUTOMOBILE COMPANY

1318 East Main Street, Jackson, Michigan

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED


THE BUDA COMPANY
BUDA
MOTOR
"The part to buy the car by"
ESTABLISHED 1882
If the MOTOR is not right the car is wrong.
It may have the finest body, the best transmission and axles, springs, wheels and tires—but what do they all amount to if the motor is not right?
Motors all look more or less alike. Only the expert can judge between one and another on scientific grounds. But there is one way YOU can be as expert as the greatest engineer—LOOK FOR THE NAME BUDA.
If the car or truck contains a Buda Motor it is backed not only by the good name of its maker but by the name and reputation, the whole great plant and resources of the Buda Company, and all it stands for and has stood for for thirty-four years. When you buy your next car, ask if the motor is a Buda.
Above we show one of the giant boring mills which bore all the cylinders of the Buda "Six" at one operation. This means perfect accuracy and perfect interchangeability of parts.
THE BUDA COMPANY, HARVEY CHICAGO SUBURB ILLINOIS.

Cut the Cost of Furniture in Two
We can help you do it. Because we are manufacturers with an original method of shipping beautiful, "Master-Built" Furniture in sections—direct from factory. We manufacture everything needed in furniture for home, office or club—100 designs in Colonial, Mission and Flanders—all carefully selected quarter-sawed oak.
Buffet No. 409.
Dealer's Price $65.00.
Brooks Factory Price $37.75.
Beautiful quarter-sawed Oak—massive size. 15 minutes' work saves you about $28.00.
Buy Direct From Factory and Save Half of Your Furniture Money
For years we have supplied government institutions and finest homes all over the world where only best furniture is considered. We are not a mail-order house—not jobbers or wholesalers. We are straight manufacturers, and we have devised a twentieth century method of reducing the size of the package. All Brooks "Master-Built" Furniture is
Shipped in Sections
Assembled in Ten Minutes by Any One
Rocker No. 107.
Dealer's Price $24.00.
Brooks Factory Price $13.25.
An unusually big, rich-looking chair. Beautiful quarter-sawed Oak. 10 minutes' work saves about $10.00.
Why not let a few minutes' pleasant work save you many dollars? Our plan is to ship direct to you, the user. Hundreds of dealers now assemble Brooks "Master-Built" Furniture in their stores, and sell it at from 40 to 50 per cent above our prices. They recognize its superior quality and the economy of our plan.
Our Original Sectional Method Saves ¾ Packing Costs—⅔ Freight Costs—½ the Floor Space Uusually Required!
Do you wonder why we can save you half your furniture money? The real wonder is why you haven't taken advantage of this money-saving plan before. Write us and receive the Brooks "Master-Built" Furniture catalog. You cannot afford to buy furniture before seeing this book. Send for it today.
BROOKS MANUFACTURING CO.
1802 Brooks Ave., Saginaw, Mich.
Largest Plant of Its Kind in the World.
Write for Our Free Book of Finest Furniture

PERSONAL GLIMPSES

LIFE AND DEATH IN A BOMB-PROOF

NOT in the size of the guns alone, but in marksmanship as well, has this war brought out remarkable progress in the science of artillery. The average accuracy of gun-fire has never been so high before in any other war that the world has known. This means a greater mortality, and accounts for many modifications in war-science, but it means also a great difference to one type of fighter, the one who holds a fixt post whose location he must eventually advertise through the direction of his own fire upon the enemy. He sees his fire returned, with increasing accuracy. Nearer and nearer drop the shrieking projectiles. More and more surely that gunner over there behind the trees is getting the correct range—never far off, he adjusts his range-finder ever nearer and nearer to the desired mark, with paralyzing precision. The New York *Herald* publishes a letter from a German who served in a permanent military implacement. He describes the sensations of the human targets of this modern marksmanship:

A tremendous black column of earth rises from the ground as the shells strike near us. The clock in our cave strikes, as if scared out of its wits, and then stops. Everything trembles and shakes. The dry earth on the sides of the bomb-proof peels off and falls.

We sit quietly—waiting for the shell that will bury us. One after another falls close by, but the one we wait for does not come. The enemy's battery has fired five shots and now stops.

An hour later the bombardment started again. We sat there as if paralyzed. On the table a cigar burned a hole in a glove. Nobody had sense or ambition enough to prevent it.

When the bombardment was over everybody felt a peculiar sort of fatigue. All conversation ceased. One of the men left his seat and wearily threw himself upon the straw bed. Before he went to sleep he turned over and whispered:

"Call me!"

The worst of it was that we were not permitted to return the fire. No doubt the division staff had its good reasons for that. Things would be different had we been able to return shot for shot. We would have been in the best of spirits in that case. But to sit there, like dumb brutes, and wait for orders under such a fire was a bad experience.

The day passed in this manner. The enemy's fire ceased at seven o'clock in the evening, and, after a meal of bacon, bread, and coffee, we felt better. A partridge-pie, which my mother had sent me, helped to cheer me up.

In the din and turmoil the individual occupant of the bomb-proof never knows just what is happening. The next day the confusion already at the point of chaos is added to by the order to return fire. The enemy's shells fall closer, tons of earth are spouted up into the air by them. to fall like

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

hail upon the shelter. The writer describes a characteristic incident:

"2, 175," I shouted at the gunner, but he did not move.

"Fischer!" was my next shout. At that moment the body of the gunner slipt between the seat and the sighting mechanism. I noticed that a fragment of shell had entered his forehead.

Gently we placed the body to one side, and another gunner took the seat. We continued our fire—calmly, steadily—in our minds saw the destruction wrought by our shells in the lines of the enemy's infantry.

So it continued for some time; then came from the observation station the command: "Cease fire for a while."

In the afternoon another shell hit our position, and another man had to be laid aside. He was a lovable old fellow. Later we buried the two.

Rain fell throughout the night and next day. By noon our bomb-proof was filled with water. We waded around in that up to our waists. Later in the day the bomb-proof caved in, and we saved nothing but the telephone-instrument, our carbines, and coats. We then spent some time in the cellar of a nearby farm house, and to-morrow we go back for a rest. Our place will be taken by a reserve regiment, with wonderfully clean uniforms and brand-new brown boots. Our uniforms have all the colors of the rainbow on a mud-yellow background.

HOW "JITNEY" ORIGINATED

WHEN the jitney bus became epidemic, every one began asking the meaning and derivation of the name. That jitney signified a nickel was soon established, but how the word came first to be used in that sense was not so easily discovered. All the authorities were at a loss, and even THE LEXICOGRAPHER was compelled to confess his inability to answer the inquiries. The Chicago *News* is apparently the first one to suggest a solution of the puzzle. According to a letter received by that paper, from one who signs himself No. 1234 E X, the term "jitney," known and used in every city from New York to San Francisco, was originally coined within prison walls—"in a certain large reformatory," in the words of the writer, who continues:

The rules were very strict about tobacco, and as smoking was easily detected and severely punished, the inmates' craving was universally satisfied with chewing tobacco, that is, what they could get of it, which was mighty small compared to the demand.

Nevertheless, a certain trusty, whose name was Jedney, would smuggle tobacco in for any inmate who furnished him the money to buy it up-town. He drove a dray for the prison, and in consideration of the risk he took he kept half the stuff as his commission. In this connection I remember they used the expression "60–40" and "50–50," describing the split. It was the first time I heard "50–50," and that was sixteen years ago.

Finally Jedney was paroled and a little, stout, bow-legged colored boy got the dray, and I was standing by when a "runner" came to this colored boy and showed him a

6088
GUARANTEE BOND
Detroit Springs
Detroit Self Lubricating Springs
This is to Certify
that We Hereby Guarantee every spring of our manufacture against settling or breakage caused by defects in material or workmanship for a period of TWO YEARS from the date of manufacture stamped on the shortest leaf of each spring; to the extent of replacing any such spring returned to us prepaid, which shall show defects of material or workmanship which have developed within this time limit.
OUR ORDER NUMBER, (EXAMPLE, F-6019) AND DATE OF MANUFACTURE, (EXAMPLE, 1013, MEANING OCTOBER, 1913) WILL BE FOUND PLAINLY STAMPED ON THE SHORT LEAF OF EACH SPRING AND FURNISH THE DATA ON WHICH WE BASE REPLACEMENT OF ANY SPRING. OUR TRADE MARK APPEARING NEAR THE "EYE" OF MAIN PLATE IDENTIFIES EVERY DETROIT SPRING.
Detroit Steel Products Co.

DETROIT SPRINGS

Self Lubricating

Are Guaranteed For Two Years

Roll of Honor

The Names shown below represent some of the users of Detroit Springs

Pleasure Cars

Cole Hupmobile
Dodge Brothers
KisselKar Marmon
Lyons-Knight
National Oakland
Pathfinder
Great Western

Trucks

Republic
Denby Federal
Standard
G. M. C. Krebs
J. C. Wilson
Signal

THIS not only protects you from loss through breakage or settling of the springs, but assures you that the springs *must* have quality, strength and durability, or the makers could not afford to give such a broad guarantee. In buying your next car, ask "What Springs are on this Car?" and feel for the lubricating cups which identify Detroit Springs.

Detroit Springs cost the car manufacturer more than any others, therefore Detroit Springs on a car indicate a high standard of equipment throughout. Write for the book "From the Ore to the Motor Car."

Detroit Steel Products Co.
2240 E. Grand Blvd. Detroit, Mich.

Insure Your Shipments
with THE INSURANCE COMPANY OF NORTH AMERICA

If you import, export, ship coastwise or on inland waters; or by rail, express, parcel post or any class of mail, we have an attractive policy to offer that meets your specific requirements.

The protection is broad, the cost moderate, and you get the benefit of our **122 years experience.** Even if you already have protection, it is good business judgment to let us submit quotations. It places you under no obligation whatever. A request will instantly bring you full particulars.

INSURANCE CO. OF NORTH AMERICA, Dept. A, 228 Walnut St. Philadelphia

Writers of insurance covering: fire, rent, tornado, automobile, motor boat, marine, tourist, parcel post, etc.

Insist on a policy in the North America! Founded 1792.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Try Bran

Most folks who don't eat bran take drugs to do what bran does. Drugs are unnatural in effect. Bran is Nature's laxative, an intended part of food.

Pettijohn's supplies this bran in unground form. It supplies a tender bran from soft white wheat, pressed into luscious whole-wheat flakes. One hardly knows the bran is there, yet there's 25 per cent.

It is so inviting, so efficient that physicians regard it the ideal bran food. Its regular use will help keep your folks well, and they'll like it.

Pettijohn's

Rolled Wheat With the Bran

If your grocer hasn't Pettijohn's, send us his name and 15 cents in stamps. We will send one package by parcel post. After that, get Pettijohn's at your store. Address The Quaker Oats Company, Chicago. [788]

To be had at every good place where accommodation is made for travellers.

White Rock

"The World's Best Table Water"

Preserves your health in every climate.

From the famous *White Rock* Mineral Springs, Waukesha, Wis.
Office, 100 Broadway, N. Y.

Koiner's Virginia Corn Meal

12 Pkgs. (30 Lbs.) $1.00
24 " (60 Lbs.) $1.80

Either white or yellow, slow ground, the kind for which Virginia is famous. In sanitary packages with recipes for delicious Egg Bread, Corn Cakes, Corn Pone, Mush. F. O. B. Richmond. Send dealer's name. References—Any Bank.
KOINER'S MILLS, Dept. C, RICHMOND, VA.

BROWN'S Bronchial TROCHES

Prevent Night Coughs

and dryness of the throat. Hoarseness and sore throat promptly relieved.

No opiates. 25c, 50c and $1.00. Sample Free.
John I. Brown & Son, Boston, Mass.

dime he had had slipt to him by somebody going through on a visit of the grounds, and wanted to know if he would get him in some tobacco. The colored boy, as heir to Jedney's perquisite of office, accepted the proposition and established his basis of doing business with these words: "You-all get a jitney's worth for dis here dime, 50–50."

From that time on a dime bought a "jitney's" worth of tobacco within the walls of that institution.

And the first one I heard use that word outside was a graduate of the reformatory who spoke of going to a "jitney" show when first started.

That the negro boy confused "Jedney" and "jitney" seems to be only an inference. A correspondent writes us that he remembers an old negro who used the term many years ago as an equivalent for five cents, so the question appears to be still open.

PROVING THE LOW COST OF LIVING

THEY have told you that living comes high and that it is getting higher every year, but they are wrong. What it is that costs more and more every year is not living, but living without thinking. Apparently you might almost plan out a proportional scale of payment in brains and cash for the things you want—so much brains, so much less cash; for a hard-thinking existence, paid for with daily ingenuity and wide-awakeness, almost no expense at all in actual money. This, at least, is the notion that the Columbus *Ohio State Journal* deduces from the record of the "Dawes Hotel" experiment in Chicago. This is a hotel that accomplishes a great deal that is ordinarily termed charity, but does it strictly as a business proposition, aiming to pay a fair dividend. Furthermore:

The hotel established in Chicago by Charles G. Dawes, in memory of his son Rufus, is a great success in that it is keeping alive the memory of the boy by doing a great good. The annual report of the hotel, just made, shows 179,000 men stopt there during the year, at a cost of 14 cents a day for a bed and a meal. The hotel is not a charity institution. It is run like any other hotel, but the capital is so used as to make the cost of lodging and eating almost nominal.

Taking care of the poor people at these rates resulted in a slight loss to the hotel, but it was only $432.81. That is, it cost that much to provide bed and food for 179,000 people. The remainder of the cost was paid for by the customers at the rate of 14 cents a day. By raising the price a cent or two, the hotel will pay expenses and a 4-per-cent. dividend. Mr. Dawes wants it understood that it is wholly a business matter, and that its customers pay their way.

So successful is this enterprise that a project is afoot to start similar hotels in other cities, to give the poor a chance to live cheaply and pleasantly. By close management the enterprise drives afar the high cost of living and proves that people may live amply and respectably on a few cents a day. That lesson alone is worth the entire

SLIP-ON COMFY
Military Blue or Oxford, $2.75

Comfort Plus

for every man who gets the habit of slipping into COMFY felt slippers after the evening meal. Get a pair from your men's wear or shoe dealer today. If he hasn't them, we will send postpaid on receipt of price.

Write for booklet No. 67-D, "Comfort Plus."

Look for this

DANIEL GREEN FELT SHOE COMPANY
75 Lincoln Street, Boston, Mass.

ORANGES AND GRAPEFRUIT

DIRECT FROM THE FLORIDA GROVE
By Express Prepaid, in Small Cartons

These are the Celebrated Pineapple Oranges and Duncan Grapefruit, both famous for their delicious flavor. They are thoroughly tree ripened and will be found to be sweet and luscious. I will send you a carton, prepaid, for (West of Mississippi River $1.75; Pacific Coast States $2.25.) The Cartons contain from 45 to 53 Oranges or 12 to 16 Grapefruit. Try a package; you will be well pleased. Address

$1.50

C. H. VOORHEES, South Lake Weir, Fla.

FOREST HOME SAUSAGE

The most delicious breakfast dainty imaginable. Made from choicest cuts of little farm-grown, milk-fed pigs—tender, appetizing, satisfying. Spiced and seasoned just right!

Put up in 1 lb. parchment wrapped packages. Shipped in 5, 10, 25 or 50 lb. boxes at 30c per lb., prepaid. Order today—you'll be delighted.
FOREST HOME FARM, Dept. B, Purcellville, Va.

These trade-mark crisscross lines on every package

CRESCO FLOUR DIET FOR DYSPEPTICS And Milder Cases of KIDNEY AND LIVER TROUBLES AND OBESITY

Makes delicious foods for everybody.
Unlike other goods. Ask your physician. Leading grocers. For book or sample, write
FARWELL & RHINES, Watertown, N.Y., U.S.A.

The "BEST" LIGHT

Reading, study or work is a pleasure when done under the soft, brilliant rays of the "Best" Light. No other illumination so effective or cheap. Costs only 2c a week. No smoke, dirt nor odor. Over 200 styles. Write for catalog. *Agents wanted everywhere.*
THE BEST LIGHT CO.
92 E. 5th St., Canton, O.

WANT SONG BIRDS?

My Free Book tells how to win Bluebirds, Wrens, Purple Martins, Tree-Swallows, etc., to live in your garden. I have worked 19 years for our native birds; have hundreds in my garden, and have helped thousands of others to win birds. If you want birds this summer, write me. I build bird houses, shelters, baths, etc. Among them—Dodson Purple Martin House—26 rooms and attic. Price, $12.—with all-copper roof, $15. Dodson Bluebird House—Solid oak, cypress roof, $5. Chickadee or Nuthatch Houses, $1.50 to $3.50. Flicker Houses, $2.50 to $5. Tree-Swallow House, $3. Bird Feeding Shelters, $1.50 to $10. Bird Baths —Zinc, $6; Cement, $17.

Wren House Price $5.

The Famous Dodson Sparrow Trap catches, automatically, as many as 75 sparrows a day. Price, $5. Get rid of sparrows and so help the song birds. All prices are f.o.b. Chicago. *Write for my free illustrated book—today.*

JOSEPH H. DODSON, 730 Security Bldg., Chicago
Mr. Dodson is a Director of the Illinois Audubon Society

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

experiment. There seems to be a concerted effort to make it appear that it requires lots of money for a man to live. On the other hand, it requires very little. Headwork goes further than money.

And then this hotel is run as decently as a $5-a-room hotel. Things are kept clean and in order and the custom itself is genteel and honorable. The enterprise has completely reversed the idea that to be cheap it must be unclean. Mr. Dawes's project has settled one thing, and that is, that there is no need for anybody starving or going bedless in this world who does a little thinking for himself.

WHY FAT MEN DO NOT RIDE HORSEBACK

THE fat man may know, almost instinctively, that he does not care for horseback-riding, and in a general way he may be aware of a reason for it, but has he ever sought the scientific explanation? Possibly the absolute certainty of his dislike makes his curiosity on the subject somewhat leaden-footed. At any rate, it remains for a writer in *Recreation*—whether thin or stout we can not know—to demonstrate by science and mathematics that one of the most criminally negligible things that a fat man could do would be to permit a horse to attempt to carry him. Not even considering the cruelty to the horse, it is here proved that such a rider would indubitably deserve arrest for attempted suicide. The "scientific explanation" is as follows:

Science demonstrates that a moving body strikes an object at rest with a force equal to the weight of the body multiplied by the square of its velocity. In the case of the fat man, however, the falling body does not meet an object at rest, for the horse, the object at rest, is not at rest, but is rising at a given rate of speed to meet the falling body. Hence we find the force with which a fat man strikes the saddle of a trotting horse by the following formula: Let X equal the fat man, weight 220 pounds, Y^2 force with which he falls, and Z^2 equal force with which the horse rises to meet him. Formula: X multiplied by $(Y^2 + Z^2)$ = striking energy of man against saddle. X equals 220 pounds. Y squared equals force with which he falls, at the rate of ten feet a second, equivalent to 100 feet, and Z squared equals the force with which horse rises to meet him, being also at the rate of 10 feet second = 100 feet. Here, then, is the solution: 220 pounds multiplied by (100+100) = 200 = 44,000 pounds. Thus we see that every time the horse makes a stride, say once a second, the fat man rises a foot in the saddle and falls back into it with a force of 44,000 pounds! A missile of dynamite having this force would blow the insides out of a modern dreadnought.

Some of my readers may conclude that I have exaggerated the force with which a fat man comes in contact with the saddle when the horse is trotting a good sharp lick. Perhaps I have. But I believe that on investigation my figures and formula will be found perfectly correct, being founded on Bashworth's Tables for finding the impact of missiles in motion.

For *Delicious* Flavor—For *Sweet,* Healthful Juice

Sunkist Oranges

Just as they taste in Sunny California

Ripe, Luscious, Seedless Navels Are Now Offered by All Good Dealers

Take full advantage of this perfect fruit *today*—buy a dozen, or a box, of your dealer. Serve in a salad or a dainty dessert *tonight.*

Fresh from the groves—picked ripe from the trees—sweet, firm, tender-meated, *heavy with juice.*

Don't say merely "Oranges" when you order—say "Sunkist," for this name marks the utmost in oranges.

Beautiful, Juicy Sunkist Lemons

Serve Sunkist Lemons with your fish, meats and tea.

They are practically seedless, full-flavored, juicy, tart.

Use Sunkist Lemon juice wherever you now use vinegar. Famous chefs thus produce a unique delicacy of flavor.

Special Premium Offer

Send us the *Special Coupon in this advertisement,* with 36 Sunkist wrappers from either oranges or lemons and 40c in coin or stamps, and we'll send you by return post our handsome book, "Sunkist Salads and Desserts," beautifully printed in colors (just out) and *the three-piece child's set of genuine Wm. Rogers & Son pure silver plate* shown on this page (*about two-thirds actual size*)!

This set ordinarily requires *60* wrappers and 52c instead of 36 wrappers and 40c. We will probably never again renew this offer, so if you want to take advantage of it cut the coupon out now.

Sunkist Oranges and Lemons Are Handled by All First-Class Dealers in Your Neighborhood

Special Child's Set Coupon

California Fruit Growers Exchange
Dept. A 17, 139 N. Clark Street, Chicago

I enclose 3 dozen Sunkist wrappers and 40 cents. Send me "Sunkist Salads and Desserts" and the Child's Silver Set illustrated in the advertisement to which this coupon was attached.

Name.....

Street.....

City..... *State*.....(327)

THE AMERICAN SUGAR REFINING COMPANY
ADDRESS: 117 WALL ST. N.Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"Off to the California Expositions"

VIA

Southern Pacific Sunset Route

THE EXPOSITION LINE

GOOD-BYE to snow and shivers! Now for the sunshine and roses of California and the magic of the Expositions! Over the Route of Safety on the luxurious

Sunset Limited

(Every Day in the Year—No Extra Fare)

New Orleans, Los Angeles
San Diego, San Francisco

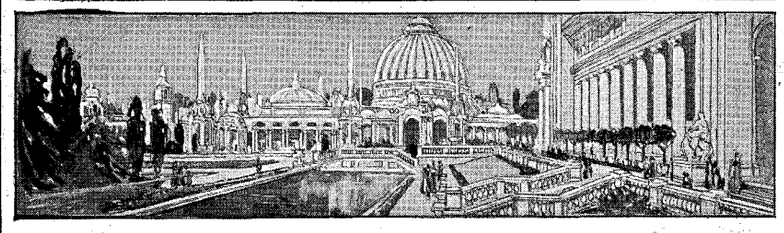
A thousand wonders to enjoy through open windows; Automatic Electric Safety Signals; Oil-burning locomotives—No cinders, no dust; Through Dining and Observation Cars.

Choice of Water or Rail Lines to New Orleans

Write for illustrated literature and other information

NEW YORK CITY 366 Broadway
NEW ORLEANS Metropolitan Bank Bldg.
HOUSTON Southern Pacific Bldg.
SAN FRANCISCO Flood Building

Agencies all over the United States, Mexico, Cuba, Europe



Visit Us At The
PANAMA-PACIFIC INTERNATIONAL EXPOSITION

San Francisco, California

YOU are invited to visit the interesting and instructive exhibit of Funk & Wagnalls Company in the Liberal Arts Palace, located on the aisle known as Second Street, between Avenues C and D.

Here, in an elaborate yet tastefully appointed booth, are displayed the various important reference works of the Company together with copies of smaller educational publications, works on Art, Flower Growing, Gardening, History, Biography, Travel, Theology, Child Training, and Medicine. There are books for children, and miscellaneous volumes covering various subjects of interest. Beautiful book covers are a feature of the exhibit.

In the show cases are displayed copies of every style of the NEW Standard Dictionary and its various abridgments, and such reference works as the Jewish Encyclopædia, the New Schaff-Herzog Encyclopædia of Religious Knowledge, Hoyt's Cyclopædia of Practical Quotations, etc.

Typical examples of the various stages of lithography necessary to the production of the color plates for the NEW Standard Dictionary, illustrations from the Jewish Encyclopædia, and original cover designs made for THE LITERARY DIGEST by famous artists, lend added interest and instructive value to the exhibit.

For the convenience of vistors, a writing table has been provided with all needful stationery, and comfortable chairs are scattered about the booth for the accommodation of those who wish to rest.

All friends of Funk & Wagnalls Company, all lovers of good books, and all interested in the art of printing and in educational problems in general, are cordially invited to visit this exhibit and to avail themselves of the privileges of the booth.

Exhibit of FUNK & WAGNALLS COMPANY

Liberal Arts Palace, Panama-Pacific International Exposition

SAN FRANCISCO CALIFORNIA

BILLY EVANS DISCUSSES "IRON MEN"

WHAT happens to the baseball player who works too hard? Is it possible for a so-called "Iron Man," by constant and strenuous playing, to develop his store of surplus energy with each game, or has he in his system just so many games to play and no more? These are questions that Billy Evans, American League Umpire and Peerless Diamond Journalist, asks and answers in the New York *Times*. If it is true that rapid and constant work really exhausts the player's ability just so much more rapidly, then it is obviously as foolish for him to allow himself to overwork as it was for the boy to think that if he worked quicker he could finish painting the fence before the paint gave out. And Billy Evans believes that this is true, with only an occasional exception to the rule. Those who come to be known as "Iron Men" run a risk in allowing themselves to strive to live up to the name. Cy Young, Ed Walsh, and Charley Street were, to all appearances, real "Iron Men," the first-named with a record of 500 games won in a total of over 800 in the major leagues. For twenty-two years Cy's pitching average was .630, and in the height of his career, in 1892, as a member of the Cleveland Club, he won thirty-six games out of forty-six for the season. Commenting on these remarkable statistics, Mr. Evans says:

Probably in many ways Young was a pitching-freak. He has often told me that he never had a sore arm during his entire career. The average pitcher makes a lot of trouble for a trainer. His pitching arm demands much attention. While a believer in massage, Young never made any work for a trainer, because he never cared to have his arm massaged, no matter how grueling a battle he might have just passed through. He always worked on the theory that since there was nothing the matter with his arm, it didn't require any attention. . . . . .

I once asked Cy how he managed to keep on going year after year without showing any signs of losing his effectiveness. This was his answer:

"The fast ball places the least strain on the pitching arm. I depended on the fast ball for success during the greater part of my major-league career. For years I was rated as a big star, when, as a matter of fact, the fast ball was the extent of my stock in trade. When I began to see my speed going I learned a pretty fair curve and used it to considerable advantage late in my career. After I learned the curve, the batters never credited me with having one, and kept constantly looking for the fast ball. I crossed many a good hitter with a dinky curve when he was looking for me to cut loose with my speed."

Ed Walsh, who gained his greatest fame through the use of the moist ball, was also considered an "Iron Man." But last year he was regarded as "all in" as a pitcher, altho still ten years younger than Young was at the time he retired. Of Walsh and Street we are told:

Walsh was what might be termed a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

moist-ball pitcher pure and simple. He relied almost entirely on it for success. He rarely used a curve, and threw perhaps four moist balls to every fast one. When at the height of his career, it was freely predicted that the excessive use of the moist ball would have an early bad effect, but Walsh always insisted he suffered no strain from throwing the moist delivery almost constantly.

I have always figured that Charley Street worked himself out of the big league about five years ahead of his time. In 1906 Street caught for Williamsport in the Tristate League and worked ninety-seven games back of the bat. The following year he was in the Pacific Coast League, taking part in 154 games. He joined Washington in 1908 and gained much fame as the battery partner of Walter Johnson. He worked on 128 games that year and 137 games the following year. Playing in a hot climate, the average catcher is content to work about every other day. Street during his first two years worked practically four seasons in two. In 1910 he let up a trifle, working in eighty-six games, while in 1911 he took part in only seventy-one contests. Street never rested his arm. He was always throwing the ball around. In 1912, after four years as a big leaguer, he dropt back to the minors. In all respects, with the exception of his arm, he was as good as ever. That right arm, once the fear of every base runner, had gone lame; they were running wild. It marked his exit from the big show.

SUFFRAGETTES AND "IMMORTELLES"

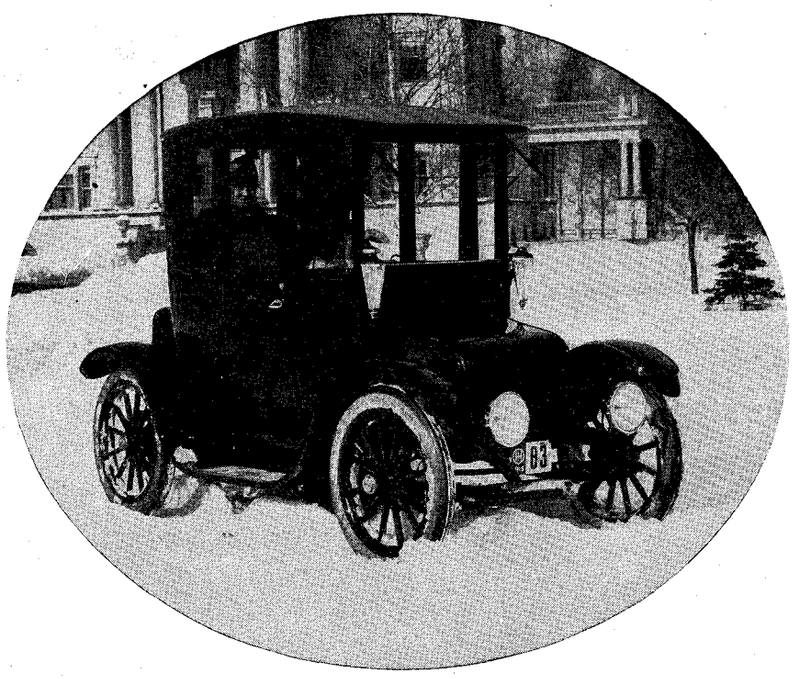
THE RATHER amusing custom of picking out arbitrarily our "immortals," and thus, so to speak, artificially enlarging our bump of veneration, has spread of late to the better half of the human family. At least, the suffragettes have taken up the idea, and recently chose, through the Collegiate Equal Suffrage League of New York, seventy-five feminine immortals, to grace the Women's Hall of Fame, should it ever be erected. The names represent, in the main, according to the explanation given a New York *Herald* representative by one of the Equal Suffrage party, women who have done notable constructive work for the cause of humanity, altho a few Revolutionary heroines are included. The expositor adds:

If there are poets as well as philanthropists, social reformers, scientists, and educators on the list, that is because the poets, as well as the others, were imbued with the spirit of social service and voiced that spirit in what they wrote and in their public espousals of humanity's cause.

It would be the preference of the committee to subordinate martial achievement, in women's record, as well as men's, to work of a constructive nature, but if military heroes are to be glorified the committee feels that military heroines must not be neglected.

The women who played an important part in the antislavery agitation, carrying on that work in connection with their "woman's-rights" agitation, form a group any one of whom the committee finds it hard to slight. A number of names not on the submitted list undoubtedly will be placed on the final list.

Educators also are to have a much fuller



The New Light Baker Electric Coupe

Baker Electrics

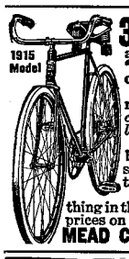
QUALITY SERVICE

A Light Electric!

—not a small electric nor a "skimped" one, but a LIGHT car of the highest quality. It weighs a half-ton less than the big heavy electrics and offers all the advantages of light weight, PLUS Full Speed, Full Mileage, Full Power and Full Strength.

The Baker Motor Vehicle Company
Cleveland

Broughams, Coupes, Roadsters,
Commercial Trucks



30 DAYS FREE TRIAL and ***freight prepaid*** on the new 1915 **"RANGER"** bicycle. **Write at once** for our *big catalog* and *special offer*.
Marvelous improvements. Extraordinary values in our 1915 price offers. *You cannot afford to buy* without getting our *latest propositions*. WRITE TODAY.
Boys, be a **"Rider Agent"** and make big money taking orders for bicycles and supplies. Get our *liberal terms* on a sample to introduce the new **"RANGER."**
TIRES, equipment, sundries and everything in the bicycle line **half usual prices.** Factory prices on Motorcycle and Automobile Supplies.
MEAD CYCLE CO., DEPT. G-172 CHICAGO

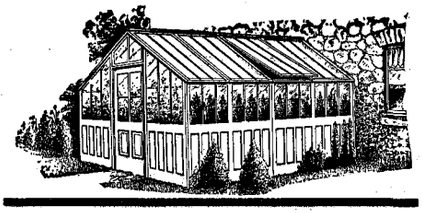
"Don't-Snore"
Patented in U. S., Canada and Great Britain.
Stops Snoring and mouth breathing—**Money Refunded if it Don't.** Keeps the Nostrils open for normal breathing. **Made of Rolled Gold.** So comfortable that the wearer is unconscious of its presence. Sent under plain cover, post paid, $2.00. Booklet of particulars on request.
THOS. B. MORTON CO., Incorporated
702 Starks Building, Louisville, Ky.

Went Blind Over Night

The man who would not protect his eyes from the light's glare. Student, Booklover! Fortify your eyes with a
FEATHERWEIGHT EYE SHADE
Begin now to strengthen your eyes, and be sure of future happiness and success. At your druggist, stationer, or postpaid to you on receipt of 25c. Address
FEATHERWEIGHT EYE SHADE CO., Box A, Merchantville, N.J.

The University of Chicago
HOME STUDY
23rd Year
in addition to resident work, offers also instruction by correspondence.
For detailed information address
U. of C. (Div. R) Chicago, Ill.
Mitchell Tower

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Plant Your Garden Early

Don't wait until the snow and frost have gone, but get your seeds planted at once in Lutton Glass Gardens. Stock grown in them is vigorous and healthy and large plants can be set out in the open ground when your neighbors are just planting their seeds. Read our special offers below.

We build conservatories, sun parlors and greenhouses of all sizes complete or supply the materials only, all cut to length and fitted ready for assembling. Our Special No. 5, full size Portable Greenhouse, illustrated above, requires no expensive excavation or masonry work and connects with your dwelling so that same heating system can be used. House is shipped complete with benches, etc., and can be put together in a few hours. Made of selected cypress and will last a lifetime. Price complete, f.o.b. factory, **$160.00**

For use in Private Gardens we have manufactured the following especially designed Sash and Frame, neat and attractive in appearance, and from which astonishing results can be obtained. The popularity of this style we attribute to

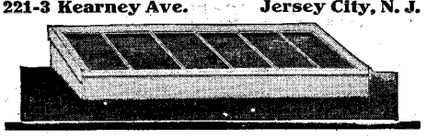
Our Unusually Low Price

Special Glass Garden No. 2. This is 8 ft. 4 in. long and just wide enough to put in a 3 ft. space. Sash has six large extra heavy lights. See illustration below. Carefully packed, extra glass shipped with each order. Price complete, freight prepaid anywhere in U.S. If double glazing is desired, add $1.00. **$10.50**

We also manufacture regular two, three and four Sash Frames with both single and double glazed sash. Send for our interesting catalog describing these glass gardens with planting instructions.

Do not wait until spring to order. Insure having a successful garden this year by mailing your order and check today. We will ship immediately upon receipt of payment. Money refunded if not satisfactory.

WILLIAM H. LUTTON COMPANY
Builders of Modern Greenhouses
221-3 Kearney Ave. Jersey City, N. J.



Write To Day for 75th Anniversary Catalog

Ellwanger & Barry
TREES. SHRUBS PLANTS. VINES

The authoritative hand book on Fruit and ornamental trees, shrubs, vines hardy plants, roses, etc.

Save Agent's Profits

Perfection of species and condition guaranteed or money back. Send postal now

Ellwanger & Barry, Mt. Hope Nurseries
P. O. Box 254. Rochester, N. Y.

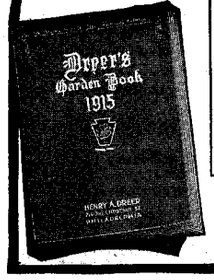
DREER'S 1915 Garden Book

Everything worth growing in
FLOWERS.
Everything worth growing in
VEGETABLES.

Cultural instructions for planting and growing will make gardening easy even for the amateur.

Over 1,000 photographic illustrations, 8 color and duotone plates, 272 pages.

Mailed free if you mention this publication.



Dreer's Orchid-Flowered Sweet Peas

with immense wavy flowers in sprays of 3 and 4 blossoms each. Our mixture contains a full range of colors. 10c per pkt.—20c per oz.—60c per ¼ lb. Garden Book free with each order.

Henry A. Dreer
714-716 Chestnut St.
Philadelphia, Pa.

complement in the ultimate choice. It is considered that the pioneer women of Colonial and Revolutionary days are likewise entitled to fuller representation. Working women prominent in the struggle to better industrial conditions—women of the merit of Virginia Penny—will be adequately represented.

The preliminary list of the seventy-five "Immortelles" is given as follows:

Louisa M. Alcott, Jane Austen, Hannah Adams, Abigail Adams, Elizabeth A. Allen, Mary Astell, Elizabeth Blackwell, Emily Blackwell, Ethelinda Beers, Fanny Burney, Anne Bradstreet, Charlotte Brontë, Elizabeth Barrett Browning, Anna Letitia Barbauld, Mrs. Martha Bratton, Rebecca Barlow, Elizabeth Bond, Josephine Butler, Margaret Brent, Lillie Devereux Blake, "Jennie June" Croly, Margaret Corbin, Hannah Cowley, Rose Terry Cooke, Angela Burdette Coutts, Jane Welsh Carlyle, Charlotte Cushman, Lydia M. Child, Mary E. Carpenter, Frances Power Cobbe, Mary Victoria Clarke, Hannah Conant, Alison Rutherford Cockburn, Grace Dodge, Dorothea Lynde Dix, Grace Darling, Anna Dickinson, Lydia Darrah, Ann Hutchinson, Nancy Hart, Octavia Hill, Mrs. Hannah Erwin Israel, Deborah Lamson, Dicey Langston, Mary Lyon, Josephine Shaw Lowell, Ida Lewis, Harriet Martineau, Mary Wortley Montagu, Maria Mitchell, Alice Freeman Palmer, Molly Pitcher, Adelaide Anne Proctor, Caroline M. Severance, Mary Somerville, Lady Henry Somerset, Lucy Stone, Elizabeth Cady Stanton, Maria Sedgwick, Mrs. Eliza Wilkinson, Mary Washington, Mary Lovell Ware, Mary Wollstonecraft, Frances Willard, Mary Willard, Mrs. Katherine Draper, Sarah Platt Decker, George Eliot, Mrs. Charles Elliott, Elizabeth Fry, Rebecca Franks, Margaret Fuller, Matilda J. Gage, Elizabeth Gilbert, the Grimke sisters.

IN THE MAIN WARD—There is a singular delight in coming upon a bit of human nature in the black and white of dry reports and monotonous statistics, and it is pleasure of this sort that is afforded by the following brief picture, taken, the Kansas City *Star* informs us, from a report of the British Hospital at Furnes, Belgium:

In the main ward—a fine hall—is a little boy in a bed very much too big for him. He is a refugee from Ypres. In one of the many attacks upon that unfortunate place his foot was smashed by a shell, and, as a result the leg has had to be amputated. He is doing well. What has happened to his parents is not known. He is probably alone in the world. In a basket on the floor by the child's bed is another refugee from Ypres—a puppy of very indefinite breed. He was probably thrown by some compassionate soul into a cart, which was flying in haste from the burning town. He is little more than a round woolly ball—woolly by reason of his extreme youth, and round as the result of persistent overrationing.

It is a curious picture: the whitewashed refectory full of gravely wounded men, some still groaning with pain, some nearing death, with, high upon the wall, a kindly statue of the Virgin looking down upon the scene, and, in the center of the room near the stove, the ridiculous puppy and the one-legged boy.

Burpee's Sweet Peas

Six Superb Spencers

For 25c we will mail one regular 10-cent packet (40 to 50 seeds) each of BURPEE'S DAINTY, a beautiful picotee pink-edged Spencer; BURPEE'S KING EDWARD, deep carmine scarlet; BURPEE'S IRISH BELLE or DREAM, rich lilac flushed with pink; MRS. CUTHBERTSON, an exquisite pink; MRS. HUGH DICKSON, rich apricot on cream ground; also one large packet (90 to 100 seeds) of the BURPEE BLEND OF SUPERB SPENCERS FOR 1915, the finest mixture of Spencers or Orchid-Flowered Sweet Peas ever offered. The Burpee leaflet on Sweet Pea Culture with each collection

Burpee's Annual

Known as the leading American seed catalog—this bright book of 182 pages for 1915 is better than ever. It is mailed free. Write for it today and kindly name *Literary Digest*.

W. ATLEE BURPEE & CO.
Burpee Buildings, Philadelphia

SHOEMAKER'S POULTRY BOOK AND ALMANAC FOR 1915

Over 200 pages; with many colored plates of fowls true to life; tells about chickens, incubators, poultry houses, etc. Price 15c. Money back if not satisfied. **C. C. Shoemaker, Box 908, Freeport, Ill.**

Money Making Poultry

Our specialty. Leading varieties pure bred chickens, turkeys, ducks and geese. Prize winners. Best stock and eggs. Lowest prices. oldest farm. Fine 30th Anniversary Catalog FREE. **H. M. JONES CO., Box 27, Des Moines, Iowa.**

Irish Roses Fruit and Ornamentals TREES, SHRUBS

EVERGREENS and Hardy Perennials.

A complete line of quality stock. Extra Sizes for immediate effect. Sizes and Prices in Catalog. Free.

ROSEDALE NURSERIES
Box Y Tarrytown, N. Y.

Strawberries

Grown the Kellogg Way Yield $500 to $1200 per acre. Get our beautifully illustrated 64-page book and learn how it's done. Send no money. The book is FREE.

R. M. KELLOGG CO.
Box 20 Three Rivers, Mich.

GREIDER'S FINE CATALOGUE

and calendar of pure bred poultry; 70 varieties illustrated and described, many in natural colors. A perfect guide to poultry raisers—full of facts. Low prices on stock and eggs for hatching. Incubators and brooders. 22 years in business. You need this noted book. Send 10c for it—today.

B. H. GREIDER :: :: :: Box 132 RHEEMS, PA.

Pulverized Sheep Manure
Best for Lawns and Gardens

Nature's own plant food for all crops. Especially good for lawns, gardens, etc., where quick and certain results are necessary. Used extensively for small fruits, shrubbery, etc. Rich in nitrogen, phosphoric acid and potash; also adds humus.

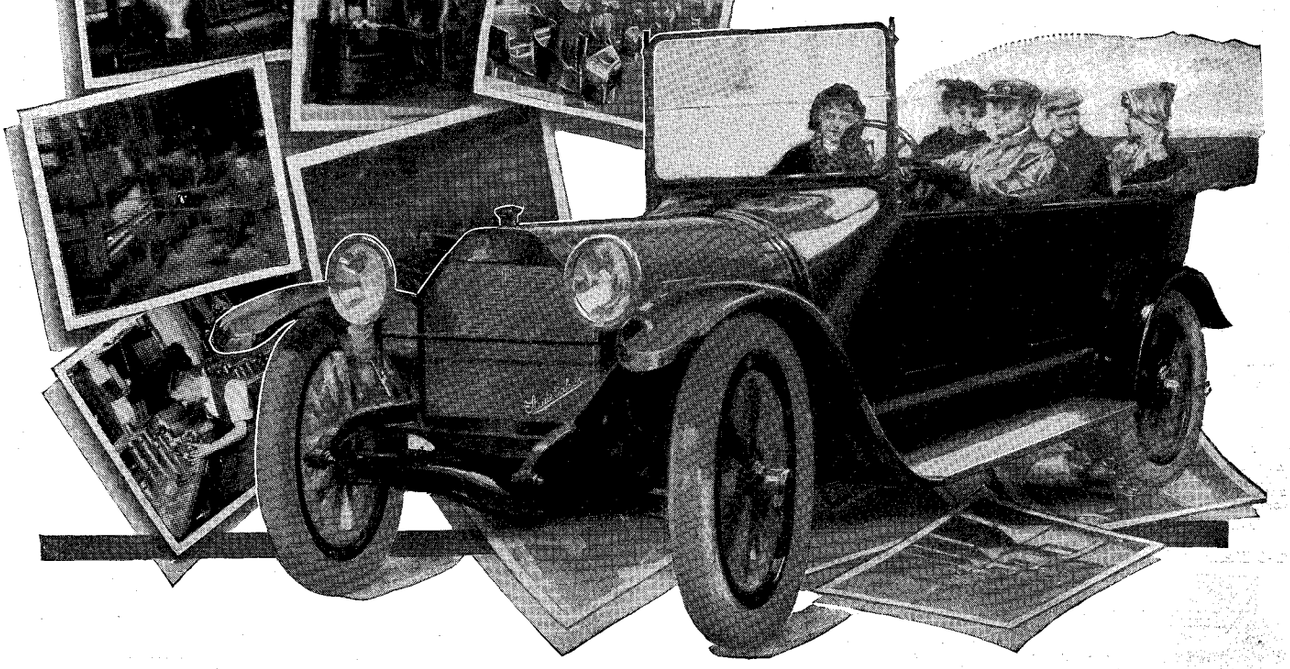
Our Sheep's Head Brand is guaranteed absolutely clean—nothing but sheep manure—free from weed seeds, which are killed by heat. Dried and pulverized for easy application.

Send for information and prices, delivered, on any quantity desired.

NATURAL GUANO COMPANY
807 RIVER STREET AURORA, ILL.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

—built COMPLETE in Studebaker Plants —from the first casting to the finished car.



It's simply a matter of insurance, that's all. Insurance of the quality that a man EXPECTS in any car that carries that name of Studebaker.

Studebaker is not satisfied merely to assemble motors and axles and parts bought from parts-manufacturers, but in order to get the accuracy of fit and the balance and the harmony of operation that a car MUST have to meet Studebaker requirements, Studebaker manufactures practically all of its own parts.

And so, "—because it's a Studebaker"—because this car carries a name that for 63 years has stood for the highest ideals in manufacturing—a name that has come to be a pledge of QUALITY in every detail—Studebaker MAKES SURE by manufacturing Studebaker cars COMPLETE in Studebaker plants.

Motors, gears, axles, transmissions, bodies, tops, fenders—ALL the hundreds of parts, in fact, that go to make up a car, with the exception of the tires, the horn, the electric system and such specialized equipment as is manufactured to Studebaker specifications—are designed and manufactured in Studebaker plants.

To Studebaker, this policy of COMPLETE manufacturing means the certainty that every Studebaker car lives up to the promise of its name. And to the buyer, it means a car that carries only ONE profit—because there are no parts-makers' profits in the price—and a car that can be depended upon to give SERVICE and FULL money's worth of satisfaction for every dollar of the price

—because it's a Studebaker

in every detail from "stem to stern." But you will appreciate even better what this policy means to you when you RIDE in the Studebaker

LIGHT SIX—$1385

and see the unity and harmony that Studebaker has been able to build into this car. When you study the balance of this Studebaker-BUILT car, and its riding comfort and its ease of control. When you feel at your own finger ends that flood of power obedient to your slightest wish.

But see it—soon. Judge its beauty, its grace of design and its elegance of finish. Get the Studebaker dealer to tell you how the upkeep cost has been cut to the bone by this same policy of COMPLETE manufacturing. And today, write for "The Story of Studebaker"—a handsomely illustrated book that tells in detail how the Studebaker is built.

STUDEBAKER—DETROIT **Canadian Factories, Walkerville, Ont.**

Studebaker Features

Electric Lighting and Starting—Full Floating Rear Axle—Timken Bearings—Safety Tread Rear Tires—One-man Type Top.

	Price in U.S.A.	Price in Canada
Studebaker ROADSTER, . .	$985	$1250
Studebaker FOUR, ...	985	1250
Studebaker LIGHT SIX, . . .	1385	1750
Studebaker SIX—7-passenger,	1450	1825

F. O. B. Detroit

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

A Wide Choice of Proved Investments

Our March Investment List contains short descriptions of seasoned investments for almost any amount or maturity. These are secured by properties differing widely in character and location, and the margin of security has already been increased under OUR SERIAL PLAN by prompt payment of several installments of principal.

Ask for Circular No. 875 R

Peabody, Houghteling & Co.

(Established 1865)

10 So. La Salle St., Chicago

INVESTMENTS AND FINANCE

WHAT IT COSTS TO VALUE RAILROADS

THAT the valuation of our railways under recent acts of Congress would be expensive was foreseen at the beginning, but experience thus far has shown that the outlays are increasing over the early estimates. While appropriations for this work are made by the Government, these cover only a part of the expenses; the heavier outlays fall on the railroads. A statement of what is being done in the work of making valuations was recently made in Congress by Charles A. Prouty, formerly a member of the Interstate Commerce Commission, but now in charge of the work of making the valuations of railroads. This statement is regarded as the most authoritative and interesting thus far made by any one. Following is a summary of it taken from *The Journal of Commerce:*

"Last year the railroad-valuers asked for $2,000,000. They now ask $3,000,000. As in all, about $2,400,000 has heretofore been appropriated, the total up to the end of the coming fiscal year on the basis stated would be $5,400,000. Work to-day is going on at the rate of $2,000,000 annually, but more rapid development is now called for. Mr. Prouty has given some interesting details as to the progress of this part of the work also, stating that of the $2,000,000 annual outlay over $500,000 is what may be called overhead expense, the balance being for field work. Inasmuch as the field expense does not call for increased overhead charges in proportion as it enlarges in scope, the recommendation is made that more stress be placed on the field work. About 20,000 to 25,000 miles of line per annum are being examined at present, and it is desired to enlarge this to 50,000. If the latter rate should be obtained the field portion of the valuation work would be finished by four years from July 1, 1915. At present eight parties are in the field doing the work in each of five districts into which the country is divided, or forty parties in all. With this staff about 2,000 miles a month, or 24,000 miles per annum, can be covered.

"Assuming that there are 250,000 miles of track in the United States and that the cost of valuation at the rate of 24,000 miles a year is $2,000,000, the total cost would be something like $21,000,000. Something between $18,200,000 and $21,000,000 would be the Government's outlay—a very different figure from the three or four millions roughly estimated by some when the scheme was first projected. True, some estimates still run as low as $16,400,000, but actual experience gives the results just stated.

"The expense to the Government is only a part of the cost of the work. There has been much difference of opinion on this subject, but Mr. Prouty when questioned afforded some new data. At first he was inclined slightly to depreciate the work of the roads to some extent, saying: 'They are doing more talking than they are work up to the present time, but,' he went on to say, 'some of them have done a good deal of work. The Boston & Maine road, for example, which is poor and can not afford it, has been obliged to do a great deal of work, and is laying out a great deal of money.' Asked what the valuation was costing the Boston & Maine, Mr. Prouty said, 'one hundred dollars a mile.' This, moreover, would be the cost for the balance of the system. At this rate the cost to the railways of the United States for 250,000 miles would be $25,000,000. Mr. Prouty afforded a basis also for a different mode of estimate. It would, he said, cost the Government for its work 'about half' the outlay of the Boston & Maine. If the cost to the Government is $20,000,000 for valuation, the cost to the roads would thus appear to be about $40,000,000."

FOOD-PRICES IN GREAT BRITAIN AND GERMANY

In Germany and England alike considerable advances in the cost of living have resulted from the war. While strict economy has been called for in England, no extraordinary measures to conserve the supply of food have yet been undertaken, all of which in the main is a consequence of England having retained command of the seas. Germany, on the other hand, has been compelled to resort to stringent measures in conserving her stock of food. The announcement of the German Government that on February 1 it would take over all the corn and flour in the country led a writer in the New York *Times Annalist* to present some interesting tables as to prices of foods in that country and England. These tables show percentages of increase in prices after July in large towns and smaller ones. Following is the table for England, giving percentage of increase on January 1:

Article	*P. C. Inc. since July* Large Towns	Small Towns and Villages
Beef—British—		
Ribs	8	6
Thin flank	15	8
Chilled or Frozen—		
Ribs	18	15
Thin flank	32	21
Mutton—British—		
Legs	6	5
Breast	16	7
Frozen—		
Legs	19	14
Breast	28	21
Bacon (streaky)	9	5
Fish	51	31
Flour (household)	18	23
Bread	18	14
Tea	14	13
Sugar (granulated)	69	65
Milk	6	7
Potatoes	*11	*22
Margarine	5	4
Butter—Fresh	12	16
Salt	10	14
Cheese	10	10
Eggs (fresh)	62	65
All above articles (weighted net percentage increase)	19	17

* Decrease.

The data at hand for Germany come down only to November, in which month there had been an average increase since July of 20.9 per cent. In October the average increase was 16.4 per cent. Of commodities included in the statement, 17 showed increases, 2 remained unchanged, and 1—mutton—showed a slight decrease. Twenty commodities are included in the table as follows:

Article	*Aug. P.C.*	*Sept. P.C.*	*Oct. P.C.*	*Nov. P.C.*
Rye bread	14.3	10.7	14.3	10.7
Wheat bread (in rolls)	27.7	27.7	27.7	27.7
Wheat-flour	14.3	4.8	7.1	9.5
Rye-flour	33.3	26.7	33.3	33.3
Butter	7.7	7.7	11.5	17.3
Lard	15.4	15.4	23.1	53.8
Sugar	10.0	*	*	*
Coffee	3.2	3.2	3.2	3.2
Eggs	28.6	42.9	71.4	71.4
Milk	*	*	*	*
Beef	8.2	5.3	4.7	7.1
Mutton	6.4	0.5	†2.9	†4.4
Veal	5.4	†2.0	†1.0	0.5
Pork	7.4	4.3	8.0	11.7
Bacon	16.9	23.5	29.5	34.9
Potatoes	37.5	*	12.5	12.5
Rice	20.0	20.0	40.0	60.0
Split peas	57.5	60.0	110.0	142.5
Haricot beans	32.0	40.0	64.0	92.0
Lentils	30.0	40.0	75.0	116.7
All above articles (weighted net percentage increase)	13.3	10.5	16.4	20.9

* No change. † Decrease.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FEWER IMMIGRANTS AND MORE EMIGRANTS

In the past year there were fewer immigrants to this country from across the Atlantic than in previous years, and at the same time there was an increase in movements of the laboring classes back to Europe. In contrast with these movements for Europe are those for Canada, where a relatively heavy increase has occurred in immigration into the States, while the outflow into Canada from the United States was light. This condition in Canada was in marked contrast with previous years and is attributed to depression in Canadian industries. Latest statistics of the inward-bound movement from Europe to this country show a decline of more than 50 per cent. since last July. *Bradstreet's* remarks that "the current has turned away from this country and is now running quite strongly toward Europe." Interesting figures on this subject are presented as follows:

"During November, emigration exceeded immigration by 5,423 persons, making November the third month of the year 1914 to show a decrease in this respect, the other two months having been August and January, when the losses were 2,881 and 16,068, respectively. In November the movement of alien immigrants to this country fell to 26,298, a sum that is slightly under the low levels experienced in the summer of 1908, when economic conditions were about on the bottom. In February of 1908, 23,381 immigrants arrived. The loss from November of 1913 was just 75 per cent., while as compared with that month in 1912 it was 75.9 per cent., and contrast with November of 1911 reveals a drop of 57.3 per cent. It is probable that immigration for 1914 will not exceed 700,000 persons, and this fact is more salutary than otherwise, for in view of the problems of unemployment with which many of our large cities are confronted, the let-up in immigration with the rise in emigration affords just so much relief.

"Examination of the statistics discloses the fact that arrivals of English, Scotch, Irish, and Germans continue to surpass the numbers of such departing. In fact, English immigrants formed the most numerous class in November, 5,564 arriving, while 4,410 departed, making a balance of 1,154. The inflow of those credited to the German race exceeded the outflow by 2,289, while 1,913 more Irish arrived than departed, and 1,263 more Scotch came here than left. But southern Italians went out to a greater numerical extent than any other class, the loss reaching 17,810.

"Following is a table showing the number of aliens arriving as well as the number departing during November:

Aliens Arriving	1914	1913	1912	1911
Immigrant	26,298	104,671	94,739	61,765
Non-immigrant	9,027	12,360	13,348	12,382
Total	35,325	117,031	108,087	74,147
Aliens Departing				
Emigrant	23,100	27,632	41,444	45,804
Non-emigrant	17,648	26,339	26,683	26,620
Total	40,748	53,971	68,127	72,424
Gain in population	*5,423	63,060	37,960	1,723

* Loss.

"The arrivals and departures of American citizens, exprest in terms of numbers, are set forth in the following:

1913	*Arrivals*	*Departures*
August	36,928	36,721
September	50,051	20,699
October	32,280	29,896
November	18,534	24,143
December	17,011	18,451

The Veteran Investor

"In 1870 I began putting my money into mortgages. These investments of mine stood the tests of 1873 and 1893 without losing me a penny of principal or interest and brought me a good income—around 6%.

"But I found mortgages had one drawback. They do not always come in amounts to fit the sum of money you have to invest. Something over ten years ago I found the way out of this difficulty when I made my first purchase of first mortgage real estate bonds.

"An issue of these bonds is simply a large mortgage on the best improved, income-producing, well-located city property, divided up. They are a more convenient investment than mortgages, because they are issued in denominations of $100, $500 and $1,000, and mature serially so that a man may choose the year when his money will be paid back to him. They are as safe as a mortgage—or safer. My bonds successfully withstood the shocks of 1907 and 1914. Here is the best investment for any one seeking safety and 6%."

This experience is typical. Thousands of investors have found safety and satisfaction in the first mortgage 6% serial bonds we have sold, and you yourself may well profit by their example. In our 33 years of experience, no investor has ever suffered loss on any security bought of us. If you are interested in sound investments, write for the Straus Investors Magazine and

Booklet No. 644-C.

S.W. STRAUS & CO.
INCORPORATED
ESTABLISHED 1882
MORTGAGE BOND BANKERS
STRAUS BUILDING CHICAGO
33 YEARS WITHOUT A DOLLAR LOSS
ONE WALL STREET NEW YORK

Suiting the Investment to the Purpose

The Business Reserve

It is the policy of many successful business organizations to maintain at all times a profitably employed reserve, apart from bank balances, as an "emergency reserve." This fund is constantly added to from earnings, and is instantly available for opportunities or emergencies.

It is obvious that the essential qualities of the investment perfectly adapted to this purpose are safety of principal—instant availability—and as large a yield as possible, consistent with the first two requirements. In other words, the business man appreciates that in order to get securities that he can sell immediately, he must sacrifice something of the yield obtainable from an equally safe investment which has not so ready a market.

The Permanent Investment

An experienced investor selects a bond upon its adaptability to the particular purpose it is to satisfy. He realizes that he cannot get something for nothing—that if he insists upon extreme marketability in placing funds not required for several years, he must pay for such marketability, with the loss of interest, or safety, or both.

Therefore, the ideal investment for one whose circumstances do not require instant availability of principal, is a bond whose dominating elements are safety and yield.

We shall be pleased to outline a plan for the accumulation and profitable employment of "Business Reserve" funds, or make suggestions for permanent investment.

N. W. Halsey & Co.

NEW YORK 49 Wall St. | PHILADELPHIA 1421 Chestnut St. | CHICAGO LaSalle and Adams Sts. | BOSTON Halsey & Co., Inc. | BALTIMORE Munsey Bldg. | SAN FRANCISCO 424 California St.

ST. LOUIS: 516 Security Bldg. LONDON, Halsey & Co., Ltd. GENEVA, Switzerland

Dealers in Government, Municipal, Railroad and Public Utility Bonds

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Bank Acceptances

The regulations just issued by the Federal Reserve Board governing the discount or purchase of bank acceptances again direct attention to this new and significant feature of American banking practice.

Bank acceptances are in common use in Europe and are an important factor there in the open discount market. With the object of assisting in the establishment of such a market here, we have been dealing in first-class paper of this character since the enactment of the present New York State Banking Law which authorizes such acceptances.

Our new pamphlet, "Bank Acceptances," may be had upon application.

Ask for pamphlet A 840

Guaranty Trust Company of New York

140 Broadway

Capital and Surplus, $30,000,000

CHICAGO APARTMENT BUILDING
$500
6% First Mortgage Bonds 6%

on new buildings of best type modern construction. Rental income more than three times the annual interest charge. This class of investment has, throughout our forty-four years experience, proven uniformly satisfactory. Titles guaranteed by the Chicago Title & Trust Co. Each Bond is a direct obligation on both land and building.

Write Us Before Making Your Next Investment.

Loans in Force Exceed $2,850,000.

WM. C. HEINEMANN & CO.

420 Otis Bldg. 424 CHICAGO, ILL.

6% FARM MORTGAGES WITHSTAND DEPRESSIONS

The ups and downs of business are not reflected in our Farm Mortgage values. Our 6% Farm Mortgages on rich Northwestern agricultural land are safe, steady, sure investments at all times. "We're right on the ground" and have been for 31 years. Write for our Booklet "A" and list of offerings. Large and small amounts.

6%

E. J. Lander & Co.

GRAND FORKS, N. D.
Est 1883
Capital and Surplus, $400,000

7% SOUND FIRST MORTGAGES

The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over $1,000,000 and not a single cent lost to any investor or a single foreclosure sale made. Write for booklet describing methods, and list of loans from $200 to $10,000.

AURELIUS-SWANSON CO.

31 State National Bank Building, Oklahoma City, Okla.

War Proof Investments

$100 $500 6%

FIRST MORTGAGE REAL ESTATE GOLD BONDS

secured directly by land and buildings of carefully selected apartment or store properties in Chicago. Not a dollar loss to customers of principal or interest in 50 years of business.

Send for circular 503 D, and list of offerings.

S. YONDORF & CO., Investment Bankers

137 North Dearborn Street - Chicago, Ill.

1914	Arrivals	Departures
January	12,860	25,586
February	15,461	21,156
March	19,705	18,007
April	21,152	24,007
May	21,271	34,970
June	17,753	55,844
July	22,334	46,726
August	37,352	29,863
September	54,669	10,509
October	29,945	10,105
November	15,421	8,719

"During the period January 1 to November 30, 1914, 162,518 laborers left this country, while 117,740 arrived, the monthly totals being as follows:

	Arrivals	Departures
January	6,914	24,153
February	7,661	10,477
March	19,779	7,363
April	28,079	12,476
May	19,668	11,795
June	10,500	20,172
July	7,266	14,730
August	5,447	17,459
September	4,316	12,301
October	4,432	13,893
November	3,678	17,699
Total	117,740	162,518

"The above shows that departures of laborers exceeded arrivals by 44,778."

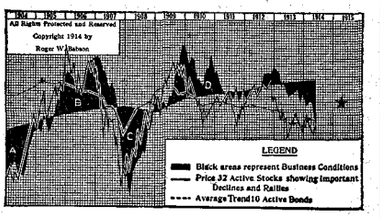
THE CHECK TO CANADIAN RAILROAD-BUILDING

Until last year railway-building in Canada was proceeding at a rapid pace. In 1913 the Dominion was only a few hundred miles short of the United States in its total of new construction for that year. These figures to be appreciated should be considered along with those for population. The Dominion has only one-twelfth the population of the United States. It is believed by *The Railway Age Gazette* that the Canadian figures for 1914 should be taken "as representing the end of an era." Circumstances have been in play in that country that made for rapid expansion in railway systems, while in this country circumstances in the same year artificially restricted railway-building. In a letter from Montreal, *The Journal of Commerce* says on this subject:

"It is well known that in the United States a great popular movement against the big corporations has been in progress for a number of years. This movement has led to extensive legislation supposed to be in the interests of the people in general, which has greatly increased the expenses of railways in particular, while at the same time rigidly holding down their revenue-producing capacity. In other words, the margin of profit attainable in the railway business has been considerably narrowed. It has been narrowed to such an extent as to raise doubts in the minds of investors as to the soundness of the securities issued by many important railway corporations. At the same time it appeared that the position of railway bonds and stocks might get worse instead of better, as the legislatures, Federal and State, seemed intent upon continuing their work of harassing the big corporations.

"Under the circumstances it is not strange that railway expansion and construction in the United States should decrease progressively from year to year. The owners of important railway properties felt that for them greatly to increase their mileage, etc., meant increasing their exposure to attack. Consequently, the energies of the brainy men at the head of the great systems have been largely devoted to the work of maintaining and operating their existing property in such manner as to produce reasonably good results under discouraging conditions.

"Since the war broke out and depression obtained a firm hold on business generally, there has been a marked change in the attitude of the public toward the railways. It


All Rights Protected and Reserved
Copyright 1914 by
Roger W. Babson
LEGEND
Black areas represent Business Conditions
Price 32 Active Stocks showing important Declines and Rallies
Average Trend 10 Active Bonds

* Subscribers each week receive this Chart revised to date.

War and Investment

The present conflict is having an important effect upon all classes of securities. Facts are available to enable you to anticipate the future and buy or sell wisely.

Eliminate worry. Cease depending on rumors or luck. Work in accordance with a definite policy based on fundamental statistics.

For particulars—which will be sent gratis—address Dept. G-4-46 of the

Babson Statistical Organization

Executive Block, Wellesley Hills, Mass.

Largest Statistical Organization of its Character in U. S.

A plan for every investor

One of our FOUR plans will suit YOU

In our years of experience in assisting our customers invest their savings to the best advantage we have found that no two investors' needs are precisely the same. We have therefore evolved four methods of investment which have enabled us to meet the demands of every class of investor. One of our plans will fit your case exactly. Investment Analysis Blank and complete details sent on request.

THE REALTY GUARANTEE & TRUST CO.
Capital and Surplus, $400,000.00. Youngstown, Ohio.

6% & 7% ON UNUSUALLY STRONG FARM LAND SECURITY AT THIS TIME.

We are authorities on Southern Farm Loans, and 27 years of conservative dealings have earned our slogan of "Sessions Stands For Safety." Write for literature.

Sessions Loan & Trust Company

BOX 3 MARIETTA, GA.

5% BEFORE MAKING YOUR INVESTMENTS bear in mind that Conservative Institutions and Investors are buying **6%**

DANFORTH FARM MORTGAGES

Back of them lies a wide margin of security and 57 years of practical experience in lending on farm lands.

We are now offering choice Farm Mortgages to net investors 5% to 6% interest.

Ask for our new Descriptive List No. 50.

A. G. DANFORTH & CO., Bankers

Founded A. D. 1858

WASHINGTON, ILLINOIS

THE advertising columns of The Digest now give the investor news of investment offerings almost as quickly as the daily papers.

This affords the advertiser an opportunity to schedule copy for these pages and to reach quickly the investing public throughout the country. Many attractive bond issues are decided upon and sold within two or three weeks, so that this service fills a real need.

We advise those of our subscribers seeking advice or enlightenment on investments to write to any of the bankers represented in our columns.

Many financial houses maintain special bureaus of information and advice for prospective investors. A small investor will receive exactly the same service as the large investor.

The Literary Digest

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"I've dictated some of my best letters at home"

When do you do your best thinking and planning? At home, after hours, on holidays—when you're *alone* and free from interruption?

And, of course, *then* your stenographer isn't within ten miles.

Dictate to the Dictaphone—and you can dictate instantly, when your thoughts are coming clearest and fastest. No chance for them to become "cold" or slip your mind waiting for tomorrow or the arrival of your stenographer.

That's just another angle to the Dictaphone System. We can *show you* also what hundreds of other men have found out—that the Dictaphone is not only the *better* way to handle correspondence—that it not only means *better* letters and *more* letters from each individual typist—but that it will save you a big part of the *cost* of correspondence—it has cut it in *half* for hundreds of men.

Reach for your telephone and arrange for a demonstration on your own work. If you do not find that name in the book, write to

THE DICTAPHONE REGISTERED

Suite 1207A, Woolworth Building, New York

Stores in the principal cities—dealers everywhere

Official Dictating Machine of the Panama-Pacific International Exposition.

"Your Day's Work"—a book we should like to send you.

SHORT-STORY WRITING

A course of forty lessons in the history, form, structure and writing of the Short Story taught by Dr. J. Berg Esenwein, for years Editor of Lippincott's. *250-page catalogue free. Please address*

THE HOME CORRESPONDENCE SCHOOL
Dept. 71, Springfield, Mass.

Dr. Esenwein

This Blue Serge Suit Tailored To Your Measure $15

Thousands of men the country over are wearing Bernard-Hewitt fine tailored-to-measure clothes. They like our tailoring—**also the money we save them.** We want to number you, too, among our regular customers—to secure your first order WE WILL LINE YOUR SUIT WITH A REGULAR

$4 Satin Lining Without Extra Charge

and pay all shipping charges. We guarantee to please you in style, fit, workmanship and fabric or you don't pay us one cent. Send for our NEW spring

Catalogue—70 Samples FREE

Contains generous samples of plain and fancy suitings (prices $15 to $27.50) tells about our new system of tailoring—selling direct through no agents or dealers—also quotes lowest prices on men's furnishings, hats and shoes. Write NOW.

Bernard-Hewitt Co. Desk D-82 564 W. Monroe Street Chicago

is now generally recognized that the recent movement was carried too far, and that the country would be in a better position today if the opportunities for making profits in the railway business had not been cut down so severely. Thus, we see the Interstate Commerce Commission taking a more favorable view of the question of freight-rate increases, legislatures becoming disposed to retrace some of the steps taken in the past few years, and the President and his colleagues evincing anxiety to prove to the big railway interests that they will be given a chance to make reasonable profits on new investments in their business.

"This reversal of position has already gone far enough to bring the question of further expansion into the minds of the railway capitalists. If it goes a little further and the financial markets assume a more favorable aspect, we may be sure that there will be before long a considerably increased activity in the matter of providing additional trackage, equipment, terminal facilities, etc.; and increased activity in this respect would infallibly bring brighter days to the iron and steel industry and various other lines.

"In Canada, on the other hand, railway-building has been artificially stimulated. By means of land grants, cash bonuses, bond guaranties, and otherwise, capitalists have been encouraged to put their money into new railway mileage and the other forms of transportation facilities. Up to a short time ago the agitation from that section of the public which imitates or follows popular movements as conducted in the United States had little or no success in the efforts to reduce freight-rates and curtail railway profits. However, they did succeed in getting a reduction in western Canada to go into effect last fall; and subsequent developments have shown that this weakened the security of certain grades of railway bonds, and thus increased to a certain extent the difficulty in financing new construction work.

"There are two other circumstances now operating which have had a most important effect in prospectively cutting down the railway activities of the Dominion. The first is the closing of the London market to new bond issues. Before the war came into sight the London market had begun to cut down its accommodation. The British financial public had begun to ask itself seriously the question whether too much money had been sunk in ambitious Canadian railway schemes. Doubts increased as to the ability of the newer roads to earn interest on their bonds. With the coming of the war the closing of the London market became absolute or complete. Even the Dominion Government itself can not now borrow money in London for railway-building.

"The other circumstance is general recognition of the fact that Canada has been supplied with railways which are probably able to look after her traffic for ten or fifteen years to come. Some think that there is a considerable oversupply. Therefore, it is to be suspected that the new mileage constructed in the Dominion will be very small, between now and 1920, at any rate. Thus one might expect Canada to show decreases, while the United States are showing increases in the effort to make up for the time lost recently. Evidently the newer systems in Canada are having the greatest difficulty in financing the comparatively small amount of work necessary to complete the lines. Notwithstanding the active aid of the Dominion Government, it is proving a most difficult matter to dispose of bonds lately authorized, even those bearing the Dominion guaranty."

Strange.—HICK—"This match won't light."

HIKE—"That's funny. It lit all right a minute ago."—*Michigan Gargoyle.*

6%

You Have Money to Invest

Are you looking to the future and providing for it?

EVERY one who has an earning power beyond bare necessities is or should be an investor. The bonds issued by the American Real Estate Company place this within your power.

A-R-E SIX'S are issued in denominations of $100 or $1,000, so are available to large or small investors. They may also be purchased on a systematic payment plan which places them within reach of every money-earner who can invest $25 or more a year. These bonds are thoroughly seasoned, time-tried and panic-tested. A 27 year record of fair dealing, prompt payment, and contract fulfillment by an efficiently managed business with sound assets stands behind these obligations.

The Company employs the funds received from the sale of its bonds in New York real estate operation, one of the safest and best fields for investment.

It finances its operations through its bond issues offered in convenient form to provide for either income from principal or to accumulate principal out of income as follows:

6% Coupon Bonds for Income

In denominations of $100, $200, $500, $1,000 and upward, paying interest semi-annually by coupons, and returning principal in 10 years.

6% Accumulative Bonds for Saving

In denominations of $1000 and upward, purchasable by annual, semi-annual or quarterly instalments. These instalments bear interest at the rate of 6% per annum, which is compounded, accumulated and paid with the total instalments at the maturity date.

Printed matter fully describing both forms of Bonds, map of New York City, etc., will be sent on request

American Real Estate Company

Capital and Surplus over $3,500,000
527 Fifth Ave. Room 504 New York

COTTON

Cost of Production and its relation to the Investment Value

Send for our Special Letter "14"

Renskorf, Lyon & Co.

Members { New York Stock Exchange / New York Cotton Exchange / Chicago Board of Trade

33 New St. (Ground Floor) New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Visit the
California Expositions

See the many foreign exhibits as well as those of our own country—all works of art and illustrating the activities of the world. It will be an educational trip.

Travel via the
Northern Pacific Ry.

In through daily trains from Chicago, St. Louis and Kansas City, connecting with steamship lines at Seattle, Tacoma, Portland, Great Northern Pacific S. S. Co. at Astoria or "Shasta Rail Route" to San Francisco. Choice of routes via Pacific Coast Cities or along the Columbia River from Spokane.

Stop at Gardiner Gateway for
Tour of Yellowstone Park

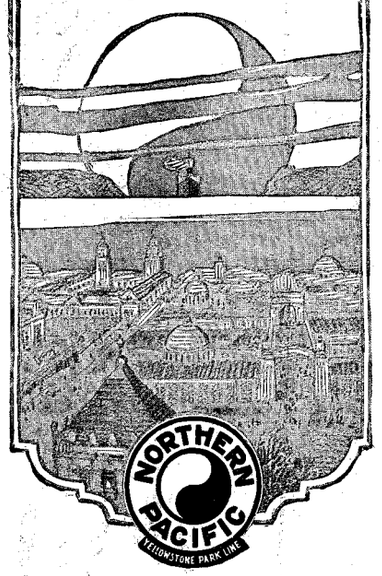
View the strange phenomena and unequalled beauty of the world's greatest Wonderland.

Low Excursion Fares Daily
March 1 to Nov. 30

Send for illustrated travel literature, including Exposition folder.

A. M. CLELAND, Gen. Pass. Agent
St. Paul, Minn.

"SEE AMERICA"



EVER NEED DUPLICATES

of Form Letters, Drawings, Menus, Reports, anything? Then take advantage of our offer of ten days' trial, without deposit. Daus' IMPROVED Tip Top is the simplest and quickest method of duplicating. 100 copies from Pen-written and 50 copies from Type-written Original. Complete Duplicator, with "Dauseo" Oiled Parchment Back, negative roll **$5**

FELIX P. DAUS DUPLICATOR CO., Daus Bldg., 111 John St., N. Y.

Let Us Plan a Trip for You to the
California Expositions

Printed matter free for the asking. For information regarding rates, train service and description of various scenic routes address C.A Cairns, G.P.&T.A., C.&N.W.Ry., 226 W. Jackson Street, Chicago, Ill.

SPICE OF LIFE

Fame.—Eighteen enterprising soda-fountains in Philadelphia are serving Billy Sundae.—*New York Tribune.*

Safe.—"Aren't you afraid of hoi polloi?" the erudite reporter asked Senator Cashem.

"Oh, no," replied the statesman, "we boil our drinking-water."—*Philadelphia Public Ledger.*

Family Pride.—YALE '35—"Whee! my brother got tapped for Bones on Tap day."

HARVARD '35—"Huh! My brother got touched for five bones on Tag day."—*Harvard Lampoon.*

A Far Cry.—"Mister, will you give me some change? I'm stranded here, and I want to call up my home."

"Certainly, my good man. Where do you live?"

"San Francisco."—*Baltimore American.*

Something Wrong.—"How much did he pay for those grand-opera tickets?"

"Five dollars apiece," replied Miss Cayenne.

"He must love music."

"Possibly. And, on the other hand, he may have very little respect for five dollars."—*Chicago Tribune.*

Life's Little Bitternesses.—Arthur sat on the front doorsteps crying softly.

"What is the matter, little boy?" asked a kind-hearted woman who was passing.

"Ma's gone an' drowned all the kittens," he sobbed.

"What a pity! I'm awfully sorry."

"An' s-she promised—boohoo—'at I c'u'd do it."—*Boston Transcript.*

He Qualified.—"Tommy Atkins" pleaded exemption from church parade on the ground that he was an agnostic. The sergeant-major assumed an expression of innocent interest.

"Don't you believe in the Ten Commandments?" he mildly asked the bold freethinker.

"Not one, sir," was the reply.

"What! Not the rule about keeping the Sabbath?"

"No, sir."

"Ah, well, you're the very man I've been looking for to scrub out the canteen."—*Tid-Bits.*

Whales.—The whale, like the orator, makes the most noise when nearest the surface of things. When he goes deep you never hear him. Whales spend their time in ocean travel and taking the air. There was once a whale named George Washington. His father had caught a favorite human being and had put him in the refrigerator to keep, when George happened along and swallowed him. George's father, missing Jonah, which was the name of the dainty, suspected George, and took him out into a back ocean current. George thereupon began to weep salt tears, but, with prodigious courage, for a whale, said:

"Father, I can not tell you a tale. I swallowed Jonah with my little swallower."

Whales are used to lubricate sewing-machines, to decorate museums of unnatural history, and to reduce to a pulp a woman's waist-line.—*Life.*

A la I. W. W.

I possess a social roommate
Who is rather long and tall.
He acquired gym credit last week,
Without any work at all,
Swinging all the dumb belles
At the deaf mutes' ball.
—*Cornell Widow.*

Too Good.—"I have a splendid idea for a magazine poem."

"Save it. You don't need it for a magazine poem."—*Awgwan.*

A Record-Breaker.—"And do you really love me?"

"Love you? Darling, you're dearer to me than my wheat."—*Buffalo Express.*

Inexpensive Flight.—"I would I were a bird," she sang.

"I would you were," said her husband. "You would go South for the winter without its costing me anything."—*Life.*

Answered.—"Dad, what do they call a man who eats only vegetables?"

"A vegetarian, son."

"And one who eats people?"

"A humanitarian. Now run along and play."—*Philadelphia Public Ledger.*

A Comfort.—A certain poor woman had received some new underclothes from one who had helped the family. The woman's husband thanked the donor's husband, and a whole drama of humble ambitions might be built round his words.

"Mary's mighty glad to have those clothes," he said. "She says now she'll have something to hang out on the line Mondays."—*Boston Record.*

"Nobody Home."—The judge did not seem to appreciate the remarks of the lawyer for the defense. (Several years before they had had a fight over the question of religion.) At last the judge interrupted the lawyer and said, "Do you not know that everything you are saying is going in one ear and out the other?" The lawyer turned to him and replied, "Your honor, what is to prevent?"—*Burr.*

No Evidence.—A well-known judge dined recently at a West End hotel, where the man who takes care of the hats is celebrated for his memory about the ownership of headgear.

"How do you know that is my hat?" the judge asked, as his silk hat was presented to him.

"I don't know it, sir," said the man.

"Then why do you give it to me?" insisted the bewildered Judge.

"Because you gave it to me, sir," replied the man, without moving a muscle of his face.—*Tid-Bits.*

Old Friends.—While visiting the Berlin zoological gardens, little Gretchen saw a great white bird standing on one leg in a cage. She threw in a piece of candy; the bird gobbled it up eagerly, and thrust its head through the wire for more.

Presently Gretchen's mother came along. "O mother, see here! What kind of a bird is this?"

The mother pointed to the sign on the cage, which read, "The Stork."

"The stork!" cried the little girl, enthusiastically. "O mama, do you know, he actually recognized me!"—© *Lustige Blätter.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT EVENTS

EUROPEAN WAR

IN THE EAST

February 9.—The approximate battle-front in the Karpathians and Bukovina is shown in official reports to extend from Tarnow, in Galicia, south between Jaslo and Neu Sandec, through the Dukla Pass, thence eastward across the Ungh River, in Hungary, along the Uszok and Vereczke passes, southeast along the Hungarian border to the Wyszikow Pass, and so into Bukovina.

February 10.—From north of Tilsit, in East Prussia, the line of battle between Germans and Russians extends south between Insterburg and Gumbinnen, through the Mazuri Lakes region, to the Russian Polish border southwest of Johannisburg, and thence along the border to Mlawa. The line is continued between Mlawa and Wloylawsk, and from there turns in on Warsaw, reaching nearest at Lowicz. It bends back to Lodz, and extends from there to the Nida.

February 11.—Confronted in the Masuri Lake region by an entirely new and unsuspected force, the Russians, according to the Berlin official report, are driven precipitately across the frontier, losing by capture 50,000 men and 50 guns. Russia announces a strategical retreat.

February 13.—Berlin states that German troops north of the Vistula, in Russian Poland, have occupied Bielsk and Plock, after slight resistance.

Vienna reports success at Dukla Pass with 50,000 Russian dead and wounded.

February 14.—North of the Vistula, Berlin claims, the Germans are occupying the town of Raciaz. German successes are reported north of Tilsit, in East Prussia. Petrograd describes a return to the offensive between the Dukla and Wyszikow passes in the Karpathians, in which the German force is dislodged.

According to Budapest papers, the whole Russian General Staff in Bukovina are surprized in the town of Raudnitz, the Russian troops scattered, and all the Staff officers captured, with the exception of the General commanding, who commits suicide.

IN THE WEST

February 10.—Berlin announces gains for the Germans in a fierce battle in the Argonne forest.

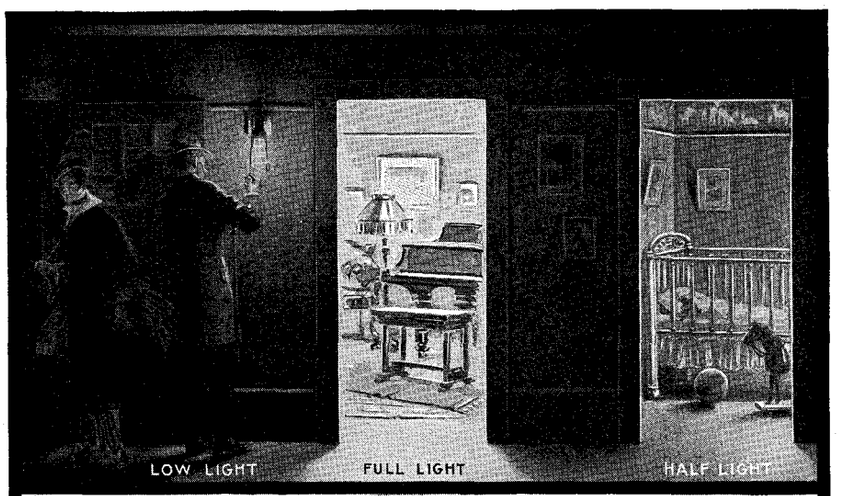
February 11.—German bases on the Belgian coast are raided by 34 British air- and sea-planes.

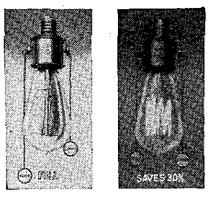
Berlin reports that the British air raids on the Belgian coast bases effect "regrettable damage to the civil population," with slight military losses.

February 12.—According to reports, the French blow up several German entrenchments at La Boisselle; an Allied battalion is heavily repulsed in the Champagne district, near Souain, when heavy snowfalls prevent adequate support from the artillery; the Allies take Mount Sudelkopf, in Alsace, and suffer heavy bombardment by the German guns.

February 13.—In Alsace a German advance is reported along the Lauch, somewhat impeded by Allied ski scouts.

February 14.—The Germans claim the capture of 1,000 yards of French trenches south of Ypres, and report





Turn Down Your Electric Light Same as Gas—Save Current

You can save 30% to 80% electric current with a Dim-a-lite.

You can turn your electric light up or down to suit your needs, just as you would a lamp. Think of the convenience in having a dimmed light in your bathroom, nursery, bedroom, hall and stairways, etc., instead of groping around in the dark, stubbing your toes and bumping your head or falling. The

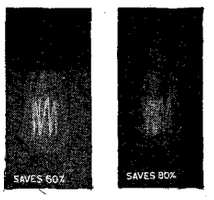
DIM-A-LITE

Gives 5 Changes of Light—Not a Lamp
Full—Half—Dim—Night Light—Out

The Dim-a-lite fits any socket or current and is unbreakable. At electrical supply, hardware, department and drug stores or direct from us if your dealer can't supply. Write for free interesting book No. 21.

Price only $1.00—Unlimited Guarantee.

WIRT COMPANY, Mfrs. and Patentees, Philadelphia, Pa. *This is it.*



High-Grade MUSIC ROLLS

45% to 50% saved on regular prices; choice of over 2000 Popular, Classic and Operatic Selections; famous for *exquisite tone arrangement* (88-note rolls only). Get our

Money-Saving Prices

in 88-page FREE Catalog—write NOW, save money; service *exceptionally* prompt

S. C. CONSUMERS MUSIC CO.
Station C Buffalo, N. Y.

WANTED AN IDEA!

Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent and Your Money." **RANDOLPH & CO., Patent Attorneys, Dept. 171, Washington, D. C.**

FREE "Linene" COLLAR

State size on postal and whether you want collar like cut or low turnover style

REVERSIBLE COLLAR CO.
Dept. C Boston, Mass.

COMPLETE FOOT COMFORT

No more tight shoes, corns or bunions. Instant and permanent relief by using

COMFORT SHOE STRETCHERS

For men and women. Place knobs on form where corn rubs or shoe pinches. It enlarges shoe, removes cause of trouble and makes walking easy. Any one can use it. Costs only $1.50, express prepaid. *Free trial—money back* if not satisfied. Send check today or postal for further description. Arches, Supports, Hair Insoles, 10c up.

AGENTS WANTED

FOOT COMFORT CO. Buffalo, N. Y.

Bronze Memorial Tablets
Designs and Estimates Furnished
Jno. Williams, Inc. Bronze Foundry
538 West 27th Street New York
Write for our Illustrated Booklet. Free.

"The Right of the Child To Be Well Born"

A popular new book on the Science of

EUGENICS

By GEORGE E. DAWSON, Ph.D. Professor of Psychology, Hartford School of Religious Pedagogy.

It urges parenthood as the supreme object of being, fit selection and wise preparation as a necessity thereto. 12mo. cloth. 75c net; postpaid 82c.

Funk & Wagnalls Co.
354-60 Fourth Ave. N.Y.

HEALTH AND HAPPINESS

A message to girls from Eliza M. Mosher, M.D. A new book which, placed in the hands of the growing girl, will conduce to the greatest bodily efficiency, and foster the highest attributes of womanly character. $1.00 net; by mail $1.10.

FUNK & WAGNALLS COMPANY
NEW YORK

FOR GIRLS

MODERN CITIES

A New Book by Horatio M. Pollock, Ph.D., and William S. Morgan, Ph.D. With Sixteen Full-Page Illustrations

This remarkable and valuable new work deals in an interesting and original manner with the Modern City—City Planning—Home Planning—The Housing Problem—City Streets and Some Splendid Types—The Value of Art in Cities—The Value of Parks—Impressions at Sans Souci and Versailles—Harbor Development—The Port of Genoa—The Conservation of Human Life—Municipal Government—Municipal Home Rule—The Selection of City Officers and Employees—The Control of Municipal Public Service Corporations—Recent Developments in Education—Religion and Municipal Life—The Social Evil—Conditions and Methods of Social Progress in American Cities. Appendix—American Municipal Misgovernment as a Heritage. Full Index.

Large 12mo, $1.50 net; by mail $1.63

FUNK & WAGNALLS COMPANY, 354-60 Fourth Ave., New York

Just Published

HON. BRAND WHITLOCK, Mayor of Toledo Ohio, after examining the manuscript, wrote thus: "They have accurately analyzed conditions in our own cities, and with most of the conclusions they express I am entirely in accord. . . . . I know of nothing that has been written or printed that would make a more valuable text-book on this whole vital problem."

All Students of Governmental Science Will Find This Volume Essential.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

the capture of two towns in the Lauch valley, in Alsace.

February 15.—According to correspondence from Paris, between 300,000 and 600,000 of Kitchener's new army are already on French soil.

February 16.—Forty French and British aircraft raid German positions all along the coast from Ostend to Nieuport.

February 18.—The German blockade of England begins.

GENERAL WAR NEWS

February 8.—Premier Asquith, speaking in the House of Commons, announces the British total of killed, wounded, and missing as 104,000.

February 15.—Winston Churchill announces to the House of Commons that further steps will be taken to prevent the importation of foodstuffs to the Germans.

During Turkey's delay in making reparation for insults offered a Greek naval attaché at Constantinople, Greece concentrates 20,000 troops at Salonika.

February 16.—A British prize-crew is placed aboard the *Wilhelmina* in Falmouth harbor, England, her fires are drawn, and boilers sealed. The British Foreign Office announces that she will be ruled upon by a prize-court, unless the food is sold for Belgian relief.

GENERAL FOREIGN

February 11.—General Carranza orders the Spanish Ambassador to leave Mexico.

February 12.—James Creelman, American author, journalist, and correspondent, dies in Berlin.

A hurricane, accompanied by an earthquake and tidal wave, sweeps through the Samoan Islands, utterly devastating the island of No Man's Land, sweeping even the surface earth from the coral rocks in some places, and leaving 3,000 people without sustenance or shelter.

February 13.—The Spanish Government applies to the Powers to act conjointly to end the reign of anarchy in Mexico.

February 14.—General Carranza receives a note from Washington warning against the violation of the rights of Spaniards now resident in Mexico.

February 15.—Holland follows our example in sending notes to Germany and England on the subjects of the war zone and the use of neutral flags.

DOMESTIC

February 12.—Fanny Crosby, the blind composer of 8,000 sacred songs, dies at

Travel and Resort Directory

FLORIDA EAST COAST

The Finest Golf Links

in the country with a wonderful program of events invite you to enjoy a sunny Winter time on the

FLORIDA EAST COAST

An Ideal Place for the Out o' Door Enthusiast

GOLF! TENNIS! SAILING! RIDING! FISHING! SURF BATHING! etc., etc.

The Over-Sea Railroad, Pullman Service, allows stop-off privileges at principal places.

WHERE TO STAY

ST. AUGUSTINE: Ponce de Leon and Alcazar.
ORMOND-ON-THE-HALIFAX: Hotel Ormond.
PALM BEACH: Breakers and Royal Poinciana.
MIAMI: Royal Palm.
NASSAU, BAHAMAS: The Colonial.
LONG KEY: An Ideal Fishing Camp.
HAVANA, CUBA Via Key West and P. & O. S. S. Co.

FLORIDA EAST COAST

Flagler System
243 Fifth Ave., New York
109 W. Adams St., Chicago
St. Augustine, Fla.

NEW YORK — TO — SAN FRANCISCO

BY WATER ALL THE WAY

Through the PANAMA CANAL

Calling at San Diego or Los Angeles

TRANS-ATLANTIC LINERS "FINLAND" and "KROONLAND"

22,000 TONS DISPLACEMENT

16 Delightful Days $125. Up First Cabin

PANAMA PACIFIC LINE

9 Broadway · New York
319 Geary St., San Francisco
Agents Everywhere

WARD LINE to HAVANA

Interesting and restful because of the fascinating charms of tropical life and climate. Excellent hotels.
Sailings Thursdays and Saturdays.

NASSAU

In the Bahamas, offers many attractions as a Winter Resort; balmy climate, charming social life; bathing, boating, tennis, polo, golf, motoring.

Weekly service from New York and direct connections with Havana.

Steamers Built in America and Sailing under the American Flag

All fares include meals and stateroom accommodations

Separate or combined tours of 10 and 23 days, $75.00 and up, using steamer as hotel

Write for booklet

NEW YORK and CUBA MAIL S. S. CO. (Ward Line)

GENERAL OFFICES, PIER 14, E. R., N. Y.

Or any authorized ticket office or tourist bureau

Paris and London

Here are four thoroughly enjoyable, profitable books.

In London Town

By F. Berkeley Smith. Smith knows how to introduce you to "all the men of the town," whether they are at home, in a hovel or a palace, noonday or midnight. Brimful of news, illustrations, laughs. Cloth, $1.50.

How Paris Amuses Itself

By F. Berkeley Smith. A jolly good book on the gayest parts of life in Paris. 135 captivating pictures by the author and several noted French artists. Fully illustrated. Cloth, $1.50.

Parisians Out-of-Doors

By F. Berkeley Smith. A delightful book of recreation outdoors as enjoyed by the people in and around Paris. Numerous illustrations. 12mo, cloth, $1.50.

The Real Latin Quarter of Paris

Racy sketches of life and characters in the famous Bohemia of Paris. By F. Berkeley Smith. With 100 drawings and camera snapshots by the author, two caricatures by Sancha, and water-color frontispiece by F. Hopkinson Smith. 12mo, cloth, $1.20.

FUNK & WAGNALLS COMPANY
354-60 Fourth Ave., New York, N. Y.

Travel and Resort Directory

TOURIST BOOK FREE

Write I. M. Howell, Secretary of State, Dept. R, Olympia, Wn., for "Beauties of the State of Washington," illustrating in color the many scenic splendors—snow-capped mountains, forests, national parks, cities, scenic highways, inland seas, lakes and mighty rivers—which lure the tourist to the wonderful

STATE OF WASHINGTON

TEMPLE AMERICAN TOURS

To the Panama Canal, California, The Expositions, Alaska, the Rockies, Grand Canyon, our great National Parks, Yellowstone, Japan. Send for booklet.

TEMPLE TOURS, 149 Tremont St., Boston, Mass.

Go At My Expense

to California or elsewhere. Write for particulars. *Established 1900.*

BABCOCK'S TOURS, 1137 Dean St., Brooklyn

A TOUR TO THE ORIENT

Hawaii, Japan, Korea, China, Philippines
June 12—1915—Sept. 13.
Conducted by DR. HOMER A. STEBBINS
College of the City of New York
Booklet—Address 431 West 121st St., N. Y. C.

JAPAN Feb. 27 and Mar. 27.

Tours of Luxury, Small Parties

RAYMOND & WHITCOMB CO.

Boston New York Philadelphia

TRAVEL BY BOAT TO THE CALIFORNIA EXPOSITIONS

Go the most delightful way to the Panama-Pacific and San Diego Expositions. Enjoy an all-sea voyage in a luxurious steamship which takes you down along the Gulf Stream and then through the famous Panama Canal. Select parties of a limited number are now being booked for this trip. Also tours to South America, Spain, the Riviera, Japan, Hawaii and the Philippines. Write for Booklet O.

THOPHAM TOURS 305 S. Rebecca St. Pittsburgh, Pa.

FREE EXPOSITION GUIDE BOOK—Indispensable in planning trip. Profusely illustrated with Exposition and Western views. Authentic information regarding hotels, restaurants, side-trips, stop-over privileges. Enables you to plan definitely cost of trip. Send TODAY for this Free book and any other information. GERRIT FORT, P. T. M., Union Pacific Railroad Co., Room 3, U. P. Building, Omaha, Nebr.

CALIFORNIA

FIFTY DAYS. $299.00, including all Expenses. Starting June 30th by Way Canadian Rockies, returning Through Grand Canyon, Arizona. Babcock's Tours, 1137 Dean St., Brooklyn, N. Y. Estab. 1900.

PALMS VILLA SARASOTA FLORIDA

A beautiful home on Sarasota Bay, where a limited number may arrange for accommodations. Citrus fruit in abundance. Good fishing. Correspondence solicited. J. M. CLARK, Drawer 298.

BUREAU OF University Travel

JAPAN Tours to the Expositions and the Orient in the Spring, Summer, Autumn.

19 Trinity Place Boston, Mass.

Classified Columns

PATENTS AND ATTORNEYS

PATENTS THAT PROTECT AND PAY. Advice and books free. Highest references. Best results. Promptness assured. Send sketch or model for free search. WATSON E. COLEMAN, Washington, D. C.

IDEAS WANTED.—Manufacturers are writing for patents procured through me. 3 books with list 200 inventions wanted sent free. Advice Free. I get patent or no fee. R. B. Owen, 45 Owen Bldg., Washington, D. C.

DUPLICATING DEVICES

THE "UNIVERSAL" DUPLICATOR will reproduce 50 perfect copies of anything made with typewriter, pen, pencil in ten minutes. Experience unnecessary. Simple, clean. No glue or gelatine. Letter Size $3.25. Write for booklet. G. REEVES DUPLICATOR CO., Mfrs., 419 Park Bldg., Pittsburg, Pa.

MISCELLANEOUS

BILLY SUNDAY'S MESSAGE.—Authorized. Great opportunity for man or woman to make $6.00 to $15.00 a day. Unusually liberal terms. Spare time may be used. Particulars and samples free.
UNIVERSAL BIBLE HOUSE,
580 Winston Building, Philadelphia.

STARTING IN LIFE, by Nathaniel C. Fowler, Jr. What callings offer as life vocations. Cloth. Pub. price, $2.00. Sent prepaid, $1.90. Standard Pub. Bureau, Box 70, Parsons, Kansas.

REAL ESTATE—FARMS

FLORIDA BUNGALOWS.—Modern bungalows in beautiful Harbor Oaks; every convenience. Unusual elevation overlooking Gulf of Mexico; also splendid building sites. Address owner, Box 299, Clearwater, Florida.

Investigate the PINE HILL BELT of NORTH CAROLINA. The sandy loam soils, easily cultivated, capable of wonderful crop progression, yield abundant harvests. The famous peach-dewberry-grape section, noted for its wonderful climate. Let us point out the many advantages and opportunities in this attractive section. Illustrated book mailed free. Ask J. A. PRIDE, General Industrial Agent, Seaboard Air Line Railway, Suite 361, Norfolk, Va.

BUSINESS OPPORTUNITIES

SPLENDID GENERAL AGENCY PROPOSITION now open (City, District or State) on remarkable Vacuum Cleaner—The "HYDRA"—operated simply by attaching to any water-faucet. None other anything like the "HYDRA"—at any price. The only thoroughly efficient, light, portable, sanitary home Vacuum Cleaner on the market; and retails at only $12.50. Every woman who sees it, wants it; universal satisfaction. A bonanza for live General Agency men, who can finance themselves; no salary or "drawing account" men wanted. If interested, write at once—*stating full particulars*, references, and territory desired. General Sales Manager, The Vulcan Metals Co., Inc., 148B West 23rd Street, New York.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

the age of 95 at her home in Bridgeport, Conn.

February 13.—The Interstate Commerce Commission denies to the Southern Pacific Railroad Co. permission to retain possession of the Pacific Mail Steamship Company.

February 15.—Count von Bernstorff notifies this Government that the German war-zone decree endangering American shipping will be withdrawn if Great Britain agrees to permit the shipment of food supplies for the German civilian population.

February 16.—The House passes the Ship-Purchase Bill by a vote of 215 to 121.

The Palmer Child Labor Bill, the most radical bill of its kind yet proposed, is passed by the House. It proposes the prohibition of interstate transportation of goods made by child labor.

Belgium Flour Fund Contributions

(*Continued from page* 433)

J. McGuckin; E. M. Kelly; F. R. Guiteau; H. C. Bowman; "Maher," New Haven, Conn.; A. O'Brien; F. A. Baldwin; J. Benson; Mrs. King; Alice L. Wright; J. W. & Nora Lake; W. L. Bonnett; "Friends," Roseburg, Ore.; Florence H. Chick; Mrs. R. G. Mitchell; "V. S. G.," Lansdowne, Pa.; Miss L. Andrews; J. W. Ruane; D. W. Ramson; E. S. Cardozo; "W. T. H.," Manila, P. I.; Edith E. Weber; C. H. Winn; F. Duhring; C. W. Sayles; A. H. Christensen; V. M. Fleming; Elizabeth Stevenson; R. R. Cronyn; Maria G. Clark; S. P. Merrill; S. H. Blakeslee; Mrs. R. B. Lourie; P. W. Bohn; Orpha Miller; Cecile Macnamara; L. A. Gardiner; G. E. Tompson; A. C. Dewitz; Lucretia E. Mahood; "Anonymous," Wabeno, Wis.; "L. A. B.," Burlington, Vt.; J. W. James; Mr. & Mrs. R. P. Stephens; B. B. Fulton; Mrs. E. F. Harris; L. R. Woods; H. B. Baker; Etta & Amanda Groser; C. W. Bright; "M. A. B.," Oklahoma, Okla; W. H. Woodbury; J. A. Banks; Helen F. Kellogg; R. H. Leith; McBride the Grocer; F. R. Olin; A. L. Porter; W. McClintock; E. H. Williams; E. D. Kelley; G. Davis; W. H. Gwinn; Mrs. C. V. Ferguson; E. Kelehr; C. H. Teeter; J. C. Hinton & Family (additional); Madeleine Barger; S. B. Arnold; R. B. Ridgley; Miss J. G. Painter; W. Gray Harman; B. R. Stubbs; G. E. Heebink; E. M. Jardine; "Mother," Savannah, Ga.; Dorothy N. Van Dyke; Mrs. Annie E. Reeve; W. B. McCrory; Edw. M. Fowler; J. H. Dee; C. G. Hall; Bertha L. Ludlam; C. O. Ranson; C. E. Ramskill; A. E. Kraybill; Katharine Ball; J. B. Crail; Mary F. Smith; M. H. Shinkle.

$3.00 Each—"A Friend," Fall River, Mass.; Mrs. Robt. Shelor; Norma S. Lewis; Lillian R. McLean; Josie Hanson; Ida Rosamond; Annie J. Smith; Anne D. Swezey; C. B. Miles; M. Runyon; G. H. Hunt; Winifred L. Pincott; E. T. Massey; "A Friend," Andover, Mass.; Jennie L. Bailey; Florence N. Boyer; Mrs. Chas. T. Lyon; L. W. Learner; F. H. Tillotson; Irene Wolfberg; J. C. M. Valentine.

$2.50 Each—T. S. Plummer; Mrs. P. D. McRae; Mrs. R. H. Bennett; F. R. Allison; Elizabeth Knapp; Laura M. Flagg; J. B. Rasmussen; E. H. Kleinsmith; L. R. Critchfield; S. W. Nevin; Helen E. Schussler; B. F. Lee (additional).

$2.00 Each—J. H. Hopkins; "A Friend," Turlock, Cal.; Louise P. Van Gilder; A. D. Munder; B. Sylvester; "Bishop," Daytona, Fla.; "Anonymous," Hampton, Va.; T. A. Gill; J. H. Hoffman; Miss L. A. Sampson; Elmore F. Elmore; Bertha Reifsneider; Miss A. Proctor; G. R. Hunt; R. A. Edgar; "R. S." & "D. M. P.," Columbus, O.; Cornelia & Anderson, Jr., Evanston, Ill.; "Anonymous," Penn's Grove, N. J.; A. Cummings; "Anonymous," Starkville, Miss.; "Anonymous," Clinton, Mo.; "A Subscriber," Irvington, N. J.; H. W. Moore; D. McL. Wauchope; Katharine T. Doherty; Miss M. J. Hale; L. G. Sawchy; M. Louise Silsby; N. M. Geir; Mrs. E. G. Murphy; "Anonymous," Washington, D. C.; Rev. Luther Miller; P. V. Scobie; "A Friend," Springfield, Ill.; Elsie M. Reynolds; P. Smith; R. F. Persons; Anna Blanck; Mary L. Gordon; C. C. Hoffman; H. H. Snugga; Elizabeth H. Leigh; R. Mitchell; Bessie Carrol; Mary P. Mitchell; Dr. D. L. Tingling; Mrs. R. Waugh; Clara M. Klinefelter; Village Schools, Danville, Vt.

$1.50 Each—Helen T. Waldo; M. T. Rusk; J. B. Curtis.

$1.00 Each—L. A. Hersem; Mrs. E. Wilner; Miss R. A. Hill; Mrs. O. W. Salyer; F. H. Shannon; J. S. Beard; Mrs. F. D. Allen; C. B. Killson; A. C. Burns; "Anonymous," Ridgewood, N. J.; D. J. Henderson; H. R. Cheesman; "Anonymous," Indianapolis, Ind.; "A Friend," Latrobe, Pa.; Geo. Bosch; Mrs. C. C. Michod; R. R. Randall; H. J. Thiede; Dr. R. Carrett; S. Rumore; Mrs. D. Smith; G. S. Chase; Ida L. Page; Mrs. O. P. Couvillion; L. G. Scott; F. Milton; A. J. Liehe; M. E. Conley; N. P. Stark; "M. R. F.," Abbottrun, R. I.; Kathleen Clements; J. Clements; C. P. Tranberg; E. L. Boyle; M. E. Gehrkens; Fannie Christian; W. F. Tunnell; "Sympathizer," Palatka, Fla.; W. Bates Family; An Akron, O., Reader; "Anonymous," White Bear Lake, Minn.; A. B. Campbell; G. Bohm; J. C. Harmon; E. L. Bowen; Mrs. H. Piper; "Anonymous," Alexandria, La.; G. B. Wineland, Jr.; "A Friend," Huron, S. D.; "E. A. M.," Lexington, Ky.; Mrs. J. H. Johnston.

50 Cents Each—Routh Ogden; Norma Cowing; Hamilton & England; J. M. Parks; G. A. Donaldson; E. E. Littlepage; J. H. Tietsort; J. O. Burton; Dr. A. H. Simmons; J. M. Metcalf.

MISCELLANEOUS AMOUNTS—$35.00, Mrs. S. M. Howes; $28.50, Frank A. Olive; $27.28, "Anonymous," Tulsa, Okla.; $21.38, Rev. A. T. Cort & Geo. T. Wood; $8.40, "Waterbury Friends," Conn.; $6.50, Anna S. Vail; $6.20, "Anonymous," White Plains, N. Y.; $6.00 Each, W. S. Strickland & W. T. Chester; J. MacDuffie; Mrs. M. B. Cornish; Mrs. J. Barker; F. Morgan; "O. R. W.," Appleton, Wis.; $5.50, Ruby I. Howse; $5.10, Alice Pickel; $4.00 Each, H. E. Burton (additiondal); Mrs. J. A. Marlay; F. E. Webb; M. Wilda Mills; $3.75 Each, J. R. Cazort; S. G. Cazort; $3.25, S. A. Knowlton; $2.80, J. H. Gooch; $2.30, Anna M. Wright; $2.27, J. A. Salzman; $2.20, "Friends," Houtzdale, Pa.; $1.25; P. P. Johnson; $1.05, Mrs. A. P. Gaut; 20 cents, J. B. Harlow; 10 cents, M. M. Rector.

Previously Acknowledged, $92,195.66 **Barrels Flour, 18,439**
Grand Total .....$100.757.97 **Total Barrels, 20,151**

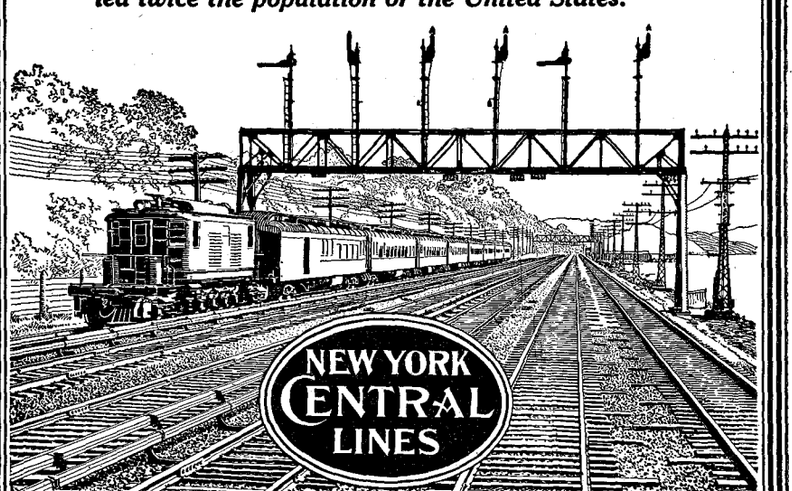
E. H. Harriman Memorial Gold Medal

New York Central R. R. Wins Harriman Medal

Awarded by the American Museum of Safety for the utmost progress in safety and accident prevention

Among the safety points scored by the New York Central are block signals, improved roadbed, steel equipment, modern safety devices, a safety bureau, the elimination of curves and grade crossings, high standard of efficiency of employees, improved ventilation, cleaning and disinfecting.

Prof. Frederick R. Hutton, of Columbia University and one of the trustees of the Museum of Safety, in presenting the medal stated that the record of the ***New York Central*** had been remarkable ***in that not one passenger had been killed in a train accident on the road in four years,*** and that during this time ***the number of passengers actually carried on its trains equalled twice the population of the United States.***



PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Made in America

THE BUILDERS OF THE
Packard
HAVE STOOD PAT FOR SIXTEEN YEARS—THEY ENTERED THE AUTOMOBILE BUSINESS SERIOUSLY INTENT ON BUILDING THE BEST POSSIBLE CAR · THEY ATTAINED THEIR AMBITION AND THEY WILL FOLLOW THE SAME AIM AS LONG AS MOTOR CARS ARE BUILT & MEN DRIVE THEM

THE THREE THIRTY EIGHT

THE FIVE FORTY EIGHT

THE SAFEST CAR TO DRIVE & THE SAFEST MOTOR CAR INVESTMENT IS THE
Packard

¶ CHASSIS IN TWO SIZES · TWENTY STYLES OF OPEN AND ENCLOSED BODIES THAT FIT EITHER

PACKARD MOTOR CAR COMPANY
DETROIT · MICHIGAN
Responsible Dealers in Principal Cities

ASK THE MAN WHO OWNS ONE

WDT

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED